Weather
Intermittent showers. The maximum temperature yesterday was 56.7 and the minimum 45.3, the figures for the corresponding day last year being 48.0 and 39.2.

The China Press
大陸報

The Mail Box
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ANFU FAILURE TO OUST CHIN WEAKENS CLUB IN CAPITAL

Ascendancy In Peking Is Less Marked Than It Was Two Months Ago

BUT NO NEW ERA

More Cabinet "Crises" Are Expected—Premier May Resign Soon

By NATHANIEL PEFFER
(Our Peking Correspondent)

Peking, March 24.—Officially the balm of peace is spread over our capital once more. Officially it is made known that the recalcitrant Cabinet Ministers who played truant and then came back have promised to be good in the future. They have promised, it is said, to come to Cabinet meetings regularly and not go off in huffs any more as long as Chin Yun-peng is Premier. It is perhaps superfluous to say that it is from Premier Chin's official quarters that this official information comes. From the same quarters it is announced that the credit for peacemaking belongs to President Hsu, who acted as mediator.

All of which is to say that to this point the Anfu Club has a reverse. It set out to make the Premier resign, it didn't do so, it withdrew its representatives on the Cabinet in order to force him out, its representatives came back after their absence failed to force him out, and now they have promised to stay. And Chin Yun-peng is still Premier and the Cabinet is not yet wholly Anfu.

EXPLANATIONS GIVEN VARIED AND NUMEROUS

The explanations are numerous and various. One is that Chang Tso-lin's pledge of support to Premier Chin as against the Little Hsu wing of the Anfuites was decisive. Militarily Chang Tso-lin is second in strength only to Little Hsu. And under his leadership the other Tuchuns who object to unchallenged control by the Anfuites banded themselves in the so-called Alliance of the Eight Provinces, of which the Yangtsze Tuchuns are the nucleus. Another version is that there have been numerous defections from the solid ranks of the Anfu Club, which is now badly split. Many are reported to be chafing at Little Hsu's arbitrary rule. Yet another is that Japan has been a little less enthusiastic in its backing of Little Hsu because he has not been able to make good in Japan's two great desires—the breaking of the boycott and direct negotiations over the return of Kiaochow. It is true that Little Hsu has been unable to make good, but the conclusion drawn therefrom is highly doubtful.

TUCHUNS' ALLIANCE MAKES ANFU MEMBERS PAUSE

At any rate it is fair to say that the ascendancy of the Anfu Club is less marked today than it was two months ago. The Anfu Club always based its strength on its concentration of forces around Peking and the unorganised state of its opposition. While it is the opinion of the writer that there has been much exaggeration about the so-called eight-province alliance, which is a very liquid alliance if it is an alliance at all, still it has served to give the Anfuites pause. But it is hardly likely to do much more. Its elements are unstable, leaderless and too discordant in their aims. Chang Tso-lin, Tsao K'un, Chao T'i are far, far from a state of grace themselves. Nor is there much likelihood that they could work in unison long with Li Shun and the other military chiefs of the Yangtsze region. If ever the members of the Alliance do come within measurable approach to accession of power they will themselves fall to squabbling. They are a much less compact unit than the Anfu Club.

DAWN OF NEW ERA IN PEKING REMOTE

And just at this stage of political developments he who cherishes the hope that those Tuchuns together with President Hsu will combine behind Premier Chin to drive out the Anfuites harbors a delusion. If it comes down to the extremity of a fight there is not one chance in five that Premier Chin will cast his lot for the complete overthrow of Little Hsu and the Anfuites. He will be whipped back into line by Tuan Chi-jui. If he must choose between the Anfu Club and its opponents of the Chihli faction and there is no com-

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Japanese Intrigue Keeps China Chaotic, Baron Goto Admits

Bandits, Rowdies And Monarchists Recruited, Armed And Maintained By Tokio Government And Trained In Liaotung, Declares The Former Premier

Amazing disclosures of how Japan, since the Russo-Japanese War, has been intriguing in Manchuria and Mongolia and keeping Chinese affairs in that vast region in a state of turmoil by bribing with the Hunhutse, local bandits and monarchists, are made in a book written by former Premier Simbei Goto of Japan for private circulation. The original book was entitled: "The Activities of Japanese Troops and Residents in Manchuria and Mongolia."

The book furnished material for heated attacks on the Japanese government, after Baron Goto, its author, became Premier. It was only after two years of careful search that a Chinese student was able to secure one of the copies which he has now brought to China. The excerpts given below were first translated into Chinese by the student and then into English by a translator of THE CHINA PRESS.

Extracts of the book follow:

AFTER YUAN SHIH-K'AI

"It is an open secret that the Japanese Government conducted propaganda work in various parts of China to effect the fall of Yuan Shih-k'ai. Traces and evidence of the work were conspicuous.

"The seizure of the naval squadron at Shanghai by the revolutionaries and the outbreak in Shantung were both caused by the Japanese government. These intrigues, however, were not discovered by myself, so I shall not discuss them fully. What is most vivid to my memory is the work in Manchuria and Mongolia.

"The Japanese Government wished to elect Prince Su Emperor of China. It gathered together the monarchists, whose party was called Chung Sheh-tang, to revolt in Manchuria to oust Yuan. The military expenses were advanced by Japanese financiers, the personal property of Prince Su being offered for security for the return of the loan.

"The money was loaned by Mr. Kihachiro Ogura. The sum of 1,000,000 yen was lent, of which 300,000 yen were handed over to Prince Su so as to enable his disciples to revolt at once. The balance was kept in the custody of the Tokio Government to be advanced to Prince Su from time to time. The Tokio Government, moreover, took an active part in organising Japanese units for the attack on Yuan. The forces consisted of reserves who were under the command of Colonel Tsuchii of the Fifth Associated Brigade.

RECRUITING BANDITS

"On account of the lack of knowledge of local conditions on the part of the Tokio Government and Colonel Tsuchii and the absence of close relationship between them and the Japanese rowdies in Manchuria, very little was accomplished in spite of the strenuous efforts of the Japanese authorities.

"In 1916, however, 2,000 monarchists were recruited and gathered in Dalny who styled themselves the "Monarch's Loyal Army." Although a great deal of money was spent in recruiting horse bandits and coolies, the recruits were found to be unreliable. The recruits were trained in the leased territory of Liaotung for several months. The facts in this connection were well known to the world and the Japanese Government is no longer secret about the undertaking.

"After the death of Yuan Shih-k'ai, the Japanese Government hesitated to dissolve the Monarch's Loyal Army. Many complications set in. Prince Su asked the Japanese Government to order Ogura to advance the remaining 700,000 yen of the loan, while the government was compelled to sustain the loss of the money already spent in purchasing arms, paying officers, rowdies and coolies and on propaganda work.

"On the other hand, the army itself became restless. The men revealed their brigand characteristics and created many disturbances in the vicinity of Dalny. The Japanese police were helpless. Troops stationed at Willow Plain had to be transferred to the scene before the turmoil could be quelled. In the work, Japan had sown the seed of destruction in the leased territory, invited breaches of peace and met her own defeat.

RECRUITING IS FAILURE

"During the slifetime of Yuan Shih-k'ai, Japan sought co-operation with the monarchists in Manchuria and planned to train Mongolian bandits. She made every effort to befriend Popuchapu, the bandit chief of Eastern Mongolia, who assisted Japan so much in the Russo-Japanese War. She wanted the bandit to revolt. After negotiations were complete, Japan offered to furnish all the brigands in Eastern Mongolia with arms.

"The arms given to the Mongolian bandits were discovered by Russian authorities in Harbin. They were seized by the Russians. After lengthy and complicated negotiations, they were returned, being transported to Popuchapu. This of course leaves with the Russian authorities the concrete evidence that Japan had been furnishing Mongolian bandits with arms.

"Although the arms had now fallen into the hands of the Mongolian bandit leader, his forces were unable to march southward on account of the circumstances. When Yuan died, Japan still waited for opportunities and refrained from dissolving the

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Local Envoy Is Named Shantung Civil Governor

A private telegram received here last night stated that Mr. Yang Tcheng, Commissioner of Foreign Affairs at Shanghai, has been nominated for the post of the Civil Governor of Shantung to succeed Mr. Chu Ying-kwang, who, it is reported, will be transferred as the result of his quarrel with the Provincial Assembly.

Mr. Yang was formerly Civil Administrator of Shantung and is well-acquainted with the local conditions. It was during his tenure of office that a network of roads was constructed and a police system was introduced in the province.

CHARTERED BANK DIVIDEND

We are informed by the local branch of the Chartered Bank of India, Australia and China, that it received yesterday the following telegram from its Head Office in London, dated March 24:

"At the approaching annual general meeting of shareholders, the directors will recommend that a dividend be declared for the past half year at the rate of 14 percent per annum, and a bonus of £1 5s. per share free of Income Tax; that £100,000 be added to the Reserve Fund; that £25,000 be added to Officers' Superannuation Fund; that £75,000 be written off Premises Account and that £172,830 6s. 10d. be carried forward."

Mail For America Goes Out Tuesday

Nanking Sailing Tomorrow To Carry Only Small Amount Of Postal Matter

Although the steamer Nanking of the China Mail will sail tomorrow for San Francisco by way of Japan ports and Honolulu, the next mail for Canada, the United States and Europe will be despatched the following day, Tuesday, on the steamer China of the China Mail. The China goes direct to San Francisco from Nagasaki, omitting the ports of Yokohama and Honolulu, where the Nanking calls, and is due to arrive in San Francisco April 15 while the Nanking will not arrive until April 21.

It was announced at the American Post Office yesterday that if desired, mail can be forwarded on the Nanking, provided it is plainly marked to go on this vessel. The hours at which mails to go on the China will close on Tuesday are as follows:

Registered mail .. 1 p.m.
Ordinary mail .... 2 p.m.

Any mail to go on the Nanking tomorrow must be received at the American Post Office before 1:30 o'clock in the afternoon, if registered, and before 2:30 o'clock, if ordinary matter.

The next incoming mail from America is due to arrive on the steamer Colombia of the Pacific Mail next Saturday.

LENIENCY FOR TURKEY IS OPPOSED BY ASQUITH

Advocates That Sultan's Power Be Reduced To That Of Caliph

PREMIER OBJECTS

Republic Of Azerbaijan Makes New Alliance With Moslems

(Reuter's Service)

London, March 25.—In the House of Commons today Mr. Asquith drawing attention to the Government's foreign policy severely condemned the Government's decision to retain the Turks at Constantinople. He considered that it was now impracticable to recede from the Government's published announcement on the subject but he urged the "Vaticanisation" of the Sultan at Constantinople, where the Sultan would solely exercise the functions of Caliph. Mr. Asquith further urged that the total of the reparation claims against the Central Empires should be fixed.

Mr. Lloyd George replying said that it was a matter for European congratulation that the militarist plot in Germany had failed but it was most difficult to conjecture what would happen now although the situation at present indicated the restoration of order.

The Vaticanisation of the Sultan had been considered, the Prime Minister continued, and had been considered inadequate. He contended that it would enormously increase Allied financial responsibility if they were expected to govern Constantinople.

CAN'T POLICE WORLD, SAYS LLOYD GEORGE

The delay in signing the Turkish treaty, Mr. Lloyd George said, had been due to the desire not to proceed pending the possible settlement of political differences in America. He regretted the absence of an offer from America to protect Armenia.

"We cannot police the whole world," the Prime Minister declared. "It would be unfair to burden the British Empire indefinitely with the cost of policing."

Mr. Lloyd George said that he disagreed with Mr. Asquith's suggestion that British interests in Mesopotamia should be restricted to the zone of Basra. Almost all the tribes were anxious that British government should remain. Our idea was to remain as mandatories over territory which would include Mosul, in order to assist the Arab Government.

Mr. Lloyd George pointed out that Germany had not taken advantage of the invitation to make a specific offer with regard to reparations. He emphasised the necessity of remembering the justice of the French claims. He felt, he said, that the Allies would support fair and reasonable proposals but he discountenanced the suggestion that work connected with reparations

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LANSING CAUSTIC IN CRITICISM OF U.S. WAR EXPENDITURES

(Reuter's Service)

Washington, March 25.—Mr. Lansing, the ex-Secretary of State, in a letter to the Governor of Kansas characterised the Government's expenditure during and after the war as "carnival of extravagance" accompanied by no effort to obtain an honest return for the Government. "The history of the expenditure," he continued, "would be a most shocking revelation of mismanagement. The Government had been the most deliberate waster ever recorded." Mr. Lansing added that President Wilson went to Europe with "all the glory of an Oriental entourage."

Persia Exposed To Bolshevik Invasion

(Reuter's Service)

London, March 25.—It is semi-officially stated that in South Russia General Denikin's armies are being pressed back against the Caucasus Mountains and that probably the Bolsheviki will shortly hold the whole Cossack territory as far as the Caucasus and also have control of the Caspian and the new Caucasian Republic, and Persia will be exposed to invasion.

London, March 26.—The Moscow wireless claims that the Bolsheviks have occupied Ekaterinodar.

Somebody Must Help Him Stop

Thomas in Detroit News

PRODUCE MORE TO CUT HIGH PRICES, PREMIER'S ADVICE

Lloyd George Holds Steadily Pursued Policy Alone Can Better Conditions

(Reuter's Service)

London, March 25.—In the House of Commons today, replying to Major Barnes, Mr. Lloyd George emphasised that high prices could only be remedied by increased production and national economy. He anticipated that the national revenue would balance national expenditure in the next financial year and the national debt be substantially reduced. There was, the Prime Minister continued, no short cut to better conditions which could only be remedied by a steadily pursued policy. The Government was considering the strengthening of the Profiteering Act, though any attempt rigidly to control prices would be detrimental and would check the recovery of the country from the effects of the war.

Viscount Curzon drew attention to the French Government's purchase of the patents of a gun with a range of 100 to 150 miles. Mr. Lloyd George replied that the War Office was in close touch with the French authorities in this connection and that experiments were proceeding.

Hongkong, March 27.—The Gazette announces the appointment of a committee consisting of the following members of the Legislative Council; Messrs Trotman, Pollock, Holyoak and Lau Chu-pak, for the purpose of advising the Government regarding advances of money from the public funds to persons proposing to build houses for residential purposes.

GREAT NEW FLEET PLAN FOR CANADA

British Government Ready For Presentation—1,500 Men And Officers Needed

(Reuter's Service)

Ottawa, March 26.—According to Lord Jellicoe's report the British Government is prepared to present to Canada a fleet worth $16,500,000, pre-war value, comprising one light-cruiser, four destroyers, eight patrols, one flotilla leader, eight submarines and four mine-sweepers. This will require 1,500 officers and men of which number Canada has 500 trained men and a sufficiency of junior officers. Senior officers can probably be borrowed from the Royal Navy. The annual expenditure will amount to about $5,000,000. Eventually new cruisers will be constructed in Canada.

Police Barracks In Ireland Blown Up; Officers Hurt

Attitude Of British Soldiers After Murder Of Sinn Fein Mayor Of Cork Defended

(American Wireless Service)

Cork, March 25.—The police barracks at Corfeln (?) were blown up today. Three policemen were injured. No arrests have yet been made.

(Reuter's Service)

London, March 21.—Details have now been received of the murder of the Lord Mayor of Cork. At one o'clock yesterday morning a band of armed and masked men broke in to the Lord Mayor's residence in Cork and shot him dead with a revolver. The assassins subsequently decamped in a motor car.

The Mayor, Mr. MacCurtain, was in his bedroom when the raiders entered the house. They called him out on to the landing and fired two shots from a revolver, both of which took effect in the Lord Mayor's chest. Mr. MacCurtain died a few minutes after he had received the wounds.

SINN FEIN MEMBER

Mr. MacCurtain was a prominent Sinn Feiner and was interned after the Easter-week rebellion.

London, March 22.—In the House of Commons today Mr. J. I. Macpherson, Chief Secretary for Ireland, replying to Lord Robert Cecil, said that he had no further information regarding the murder of the Lord Mayor of Cork. Mr. T. P. O'Connor asked if, shortly after the crime, a number of soldiers visited the Lord Mayor's residence and insisted on examining the whole premises in spite of the protests of the bereaved. He enquired if it was in order to destroy evidence. Mr. Macpherson's reply reflected the general resentment.

RESENTS SUGGESTION

At the latter part of the question, he said that it was a monstrous suggestion to condemn soldiers who were merely acting under orders. If the authorities had not entered upon the scene the accusation would have been made that the British Government had not attempted to detect the murderer because the deceased was a Sinn Feiner. A thorough search was made in order to discover evidence likely to lead to the discovery of the murderer.

London, March 23.—In the House of Commons today Mr. T. P. O'Connor, adverting to his statement of yesterday reflecting upon the soldiers who searched the Lord Mayor's house at Cork, said that Mr. Macpherson's subsequent explanation disposed of his remarks and that the explanation, moreover, did the officer concerned great credit.

FINANCE LEADERS FROM U. S. COMING TO DISCUSS LOAN

Son Of Late Railroad King And Members Of Morgan's Firm Due This Week

Among important arrivals expected in Shanghai on incoming vessels in the course of the coming week are two parties of American financiers who have come to the Orient in connection with the first transaction of the proposed New Consortium, the four-power loan of $25,000,000 to Peking that is now being negotiated; and besides these are two other parties representing huge American commercial interests. One composed of leaders in the American silk industry and another headed by Mr. Joseph W. Harriman, son of the late E. H. Harriman.

One of the parties of financiers headed by Mr. Thomas W. Lamont, of J. P. Morgan and Company of New York, is expected to arrive on the steamer Paul Lecat on Tuesday from Japan. In another party, representing Hayden-Stone interests, are Messrs. E. D. Bruce, G. F. Stone, A. W. Wiggin, and Mesdames Bruce, Stone, Wiggin and Pond and Messrs. Lowenstein, Pond, Fraser and Sill, due to arrive tomorrow on the Andre Lebon from Hongkong.

SILK MEN COMING

The party of American silk men, which is also on the Andre Lebon, is headed by Mr. Charles Cheney, president of the Silk Manufacturers Association of America. The other members of this party are: Messrs. E. J. Stehli, president of the Stehli Silk Corporation; George A. Post, president of the Post and Sheldon Silk Company; John D. Dunlop of John Dunlop's Sons, Mr. William Cheney, manager of the Raw Silk department of Cheney Bros.; Ramsey Peugnet, secretary of the Silk Association of America and D. E. Douty, manager of the United States Conditioning and Testing Company. Seven members make up the Harriman party, which also is to arrive tomorrow on the Andre Lebon.

The Lamont party comes to China after an extended visit of several weeks in Japan where Mr. Lamont conferred with Japanese bankers in connection with the loan to be made to China.

This party arrived at Yokohama on the Empress of Asia and is to remain in the Far East until May

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Governor Cox Sees Senate Conspiracy To Defeat Treaty

(Reuter's Service)

Chicago, March 25.—Governor Cox of Ohio, in the course of a speech here today, laid the defeat of the Treaty at the door of "a Senatorial partisan conspiracy." He advocated the "junking" of most of the United States' war institutions.

COMMUNIST GOVERNMENT LOOKED FOR IN GERMANY

Ebert And Bauer Flee Berlin And Capital Is Without A Leader

CRUISERS SEIZED

Brandenburg Police Use Stern Measures To Maintain Order

ESSEN CAPTURED

Two Days' Fighting Results In Victory For Soviet Force

(Reuter's Service)

London, March 20.—The situation in Germany is unquestionably grave although much remains obscure and chaotic. The Communists are urging the workers to continue to strike relentlessly against the Government and many quarters in Berlin predict the formation of a Communist Government within a few days. Meanwhile it appears that the Ebert-Bauer Government has not returned to Berlin and the capital is at present without a leader.

Fighting is still going on at Leipzig. A military aeroplane bombed the city but a second aeroplane was shot down by the Communists.

BOMB IS EXPLODED NEAR BRITISH EMBASSY

Up to the present Lord Kilmarnock, the British Charge d'Affaires, and his staff in Berlin are safe but the Embassy has been without lighting for two days. Yesterday a bomb exploded outside the Embassy.

The reported flight of General von Ludendorff is apparently the sequel to Herr Bauer's denunciation in the National Assembly, declaring that General von Ludendorff was one of the wire-pullers of the revolution and proclaiming the Government's intention to mete out stern punishment.

Hamburg, March 20.—The Government troops have been disarmed without bloodshed. Sailors have hoisted the white flag on the cruisers Schwarzburg, Regensburg and Wittelsbach.

Berlin, March 20.—A decree issued by the Imperial President proclaims a state of siege in Berlin and the Province of Brandenburg. The police are empowered to search motor cars. Unauthorised persons bearing arms are to be shot on the spot. Extraordinary courts martial are established.

DEMANDS ON GOVERNMENT SUBMITTED BY LABOR

Berlin, March 20.—The Berlin Federation of Labor in which all political parties are represented has submitted to the Government a number of demands, including the punishment of the Kapp revolutionaries; organised labor to take charge of armed agencies for the maintenance of law and order; the localisation of coal and copper mines and the retirement of Herr Noske, the Imperial Defense Minister.

Berlin, March 20.—The general strike in Berlin is at an end. The workers' demands have been accepted by the Government which is making far-reaching concessions.

Berlin, March 20.—The Communists have captured Essen after two days' violent fighting. It is estimated that there have been 200 killed.

London, March 20.—The report that one thousand Communists, driven by the Government troops over the frontier of Upper Silesia, had been disarmed by the British authorities is denied by the War Office.

Germany Regaining Pre-War Status At Time Of Rebellion

Until the present trouble broke out in Germany, conditions in the country, particularly in the area where troops of occupation are stationed, were rapidly returning to their pre-war status, according to Lieutenant Vaughan Rowland of the Scottish Rifles (Cameronians), who has recently returned from service in Germany.

Lieut. Rowland, a graduate of Shanghai public schools, was formerly employed by the China Land and Building Company prior to his going to Hankow. He is the son of Mr. F. J. Rowland of Messrs. Ramsey and Company of Hankow.

Stationed at Benrath, not far from Dusseldorf, Lieut. Rowland

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COMMUNIST GOVERNMENT LOOKED FOR IN GERMANY

(Continued from Page 1)

was on the Provost Staff of the Rhine army and vised passes and passports presented by those desiring to cross from occupied territory into other parts of Germany or vice versa. While there he saw several Germans who had been repatriated from China, some of whom had come from Cologne and were going further up the Rhine to their homes.

FOOD PLENTIFUL

"In the occupied zone, Germany had resumed its normal life" said Lieut. Rowland. "Factories were running at capacity, food and clothing were plentiful, cafes, restaurants, theaters and opera houses were open as before the war and prices were not too high. These conditions prevailed, of course, before the present trouble started.

"Races were held at Cologne; there was little poverty in the big cities and no more than usual before the war in the smaller towns. Germans, at least in the occupied territory, were industrious and anxious to work. Had conditions prevailed throughout the country as in the occupied zone, it would not be long before Germany would be on its feet."

Lieut. Rowland said that British troops were treated with every consideration by Germans and there were only scattered instances of violations of regulations laid down by the Allies. He was on the summary court staff as well as on the provost staff.

IN SEVERAL BATTLES

"We dealt with an average of 50 cases daily but these were nearly all for smuggling," he said. "The offenders attempted to carry foodstuffs from occupied into unoccupied territory against the regulations."

Lieut. Rowland left Tsingtao in April of 1917 with a transport carrying coolies and received a commission in the infantry upon his arrival at London. After serving with the Honorable Artillery Corps and the 2nd Battalion of Irish Guards, he was assigned to the Scottish Rifles. He was in several big battles and crossed the Rhine on December 13, a little over a month after the armistice had been signed.

"When we got into Germany, conditions were deplorable," he said. "There was a scarcity of food and factories were idle. Conditions so improved later that Germans from unoccupied areas were coming in large numbers to the zone where Allied troops were stationed."

MANY AMERICANS NOW REGISTERING

Consul-General's Campaign To Record Residents Bearing Results

Three more days remain of the period fixed by the American Consul-General, Mr. Edwin S. Cunningham, for the campaign that is being carried on by the American consular staff to effect the registration at the Consulate of all Americans in Shanghai.

As a result of the campaign, which was launched last week, the extra force put on in the registration department at the Consulate has been worked to the limit and members of the regular staff have been assigned to aid in the work of meeting the rush of applicants. No estimates have yet been made of the number of new registrations, but it was stated that more Americans had registered in the past three days than in any similar period in the past.

It was determined to carry out the campaign when the compilation of annual reports disclosed that while it is estimated that Shanghai has more than 2,500 American residents, less than a thousand, about as many as are registered in Hankow, had been enrolled on the consulate lists here.

Treasury Opposes Compound Interest For Foreign Loans

(Reuter's Service)

Washington, March 20.—Mr. Davies, who is in charge of the Government's foreign loans, declares that the Treasury is opposed to compounding the interest on foreign loans. The expected return on the Allied loans is approximately 4.26 percent.

Benson Warning To Sims Given During An Informal Talk

Washington, March 23.—Admiral Sims, giving evidence before the Senate Naval Committee, declared that the remarks made to him by Rear-Admiral Benson, "not to let the British pull wool over his eyes" and that "Americans would as soon fight the British as the Germans," occurred in the course of an informal conversation on the eve of the United States entry into the war.

Washington, March 25.—The Naval Court of Enquiry into the circumstances of the removal by admiral Sims of Rear-Admiral Fletcher from his command of the American base at Brest opened today. In a letter to Mr. Daniels, Secretary of the Navy, which was produced in court Admiral Sims said that he had decided to remove Admiral Fletcher some time before the transport Antilles was sunk when he learned that convoys had twice started for America without an adequate convoy. The sinking of the Antilles confirmed him in his decision. Rear-Admiral Fletcher, in his evidence, said that Admiral Sims had never specified the minimum requirements of a convoy; but had said that a small force of destroyers and yachts should be used to the best advantage.

Sham Engagement Fought By S.V.C.

One Force Of Organisation Defends City While Other Makes Attack

The Shanghai Volunteer Corps divided into two opposing forces conducted an attack upon and a defense of the International Settlement in maneuvers that were held yesterday afternoon beginning at 3 o'clock.

The Red force composed of the American, Portuguese, Scottish and Chinese companies with A. and B. British companies assembled at the Rifle Range at a time when the imaginary attack was to have been begun. The Blue invading force made up of companies of the Japanese, Italians, Maritime and Customs men started at the Riverside Power Station at The Point, from which they sent out their advance.

The two forces clashed on Ping Liang Road and when the order to cease firing came at 5 o'clock all the defense forces were in contact with the enemy.

Judge Lobingier Returns To Shanghai

Judge Lobingier of the U. S. Court for China returned last evening on the Ecuador from Canton where he held a session of the United States Court for China. While there he also delivered his lecture on "The Education for a Democracy" before the Canton Christian College and reports many improvements in that progressive institution as well as in Shameen and Canton city where the removal of the latter's walls has made way for some broad, modern boulevards and numerous large buildings have recently been constructed.

While en route to Canton the Judge inspected China prisoners in Bilibid Prison, Manila, serving under sentence of the Court, and found all in excellent condition with only praise for the management of the institution.

An example of its good work was also seen in the case of Peter A. Grimes whose term expired some time since and who is now conducting a successful import business in Manila.

Judge Lobingier also witnessed the initial services conducted by Bishop Mosher in the Manila cathedral of St. Mary and St. John and the hearty welcome accorded him by his new flock.

DON'T FORGET
CHARLIE CHAPLIN
and
MABEL NORMAND
AT THE *APOLLO*

NEW ORGAN WILL BE BROUGHT HERE WITHIN NEXT YEAR

Campaign Of Dean Walker And Organist Hurry Meets With Success

FINEST IN FAR EAST

Order For Instrument Is Sent To Manufacturers At Durham

Holy Trinity Cathedral is to have a new organ, by far the finest in the Far East. It was learned last evening that the efforts that have been made by the Very Reverend A. J. Walker, Dean, and Mr. R. B. Hurry, Mus. B., organist, since 1913 have been successful and that the new instrument will be installed within the next year. It's construction has already been ordered and is under way at the establishment of Harrison at Durham, England.

By a very favorable arrangement with the bankers the sterling cost of the instrument can be met by Taels 12,000 and the trustees have felt justified in placing the order on what has already been subscribed.

2,600 PIPES IN IT

An interesting feature of the enterprise is the fact that although the new organ is to be the most magnificent instrument of its kind in this part of the world its cost in Taels is not so great as was that of the old organ which it is to replace.

There will be about 2,600 pipes in the new organ, 45 speaking stops, 29 controls, both choir and swell organs in swell-boxes, crescendo pedals of the balanced type, four different wind pressures, Pedal and Great reeds on 12-inch wind pressures and a 32-foot pedal stop. The instrument will be operated electrically, a room in the basement being prepared for the installation of the necessary electrical plant. The motors will be specially designed to be accommodated in this room.

A drawing of the arrangement of the front of the organ is to be sent on to Shanghai by the constructors within a short time. It is to be imposing in appearance and the player will be placed at some considerable distance from the floor.

A LONG CAMPAIGN

Mr. Hurry's ability as an organist has been widely recognised and it is considered as a great tribute to him that Dean Walker has interested himself in bringing about the installation of a new organ before he departs for England. The dean heard the organist's recommendation and pledged himself to aid in securing an instrument to replace the heavy-action, out-of-date instrument with which Mr. Hurry has been struggling since 1909 before war was declared. Naturally, the plan had to be abandoned while the war was in progress but both the Dean and Mr. Hurry lost no time in resuming their campaign as soon as peace was declared. That they have been successful is due to the generous support of members of the community. Lists of the firms and individual subscribers if published would show a very wide field from which the long delayed project of the Cathedral has met response.

Ecuador Delayed; Is Sailing Today

Pacific Mail Liner Carrying Delegates To Convention At San Francisco

Thick weather that the Ecuador ran into Friday night delayed the arrival of the Pacific Mail liner yesterday and plans for a leave-taking of Shanghai's party of delegates to the Foreign Trade Convention at San Francisco had to be modified. The Ecuador arrived at Woosung at 7:30 o'clock last night and is sailing for America by way of Japan ports and Honolulu this morning. The tender carrying the delegates to the trade convention and other passengers and mails is to leave the Municipal Jetty at 9 o'clock this morning.

Besides the party of Shanghai delegates on the Ecuador are a number of other passengers, among whom are the Right Rev. Archbishop M. J. O'Doherty of Manila, who is accompanied by Rev. Father J. A. McErlain, Director of the Catholic Cathedral at Manila. Justice Malcolm of the Supreme Court of the Philippines is a through passenger. Capt. H. E. Morton and Mrs. Morton are passengers for America and Mr. Jack Mason, representing the Newspaper Enterprise Association of America and Mrs. Mason are passengers for Yokohama.

Among the passengers for Shanghai were United States Judge C. S. Lobingier, Mr. and Mrs. James Christy, Mr. Mark Scott, Mr. F. W. Sutterle, Mr. F. Vanbuskirk and Mr. M. W. Pett, chief of the fire department.

Mr. V. Yamzon, a prominent Philippines lawyer, is on the steamer bound for Yokohama.

Among the passengers for San Francisco are Judge A. S. Crossfield, Dr. and Mrs. H. E. Stafford, Mr. H. Trussel, Major J. C. McCoy, who has large mining interests in the Philippines, and Mr. John H. Bothwell, an educator and philanthropist of Sedalia, Mo.

Jazz Bands Unite For Benefit Sunday

Jazz musicians of Shanghai are to give a tea dance next Sunday afternoon for the benefit of one of their number who is leaving shortly for the United States for his health. The men are donating their services and an impressive array of jazz artists will participate in the "battle of music" to be staged at the Carlton Cafe. Mr. Louis Ladow has donated the floor for the afternoon.

The Parisien, Astor House and Carlton jazz bands, with each group contributing soloists, will participate and are to play from 3 o'clock on.

Tickets are on sale at one dollar.

Cantonese Plumbers Refuse To Work With Shanghai Men; Strike

A strike of 70 plumbers' fitters of the Shanghai Water Works company, who laid down their tools and quit work in progress in the new Municipal Building last Thursday, marks the first clash that follows an effort of Shanghai Chinese fitters to force a way into this department of plumbing work which hitherto has been done exclusively by Cantonese.

The water works company had the force of 70 Cantonese engaged in installing fittings in the new Municipal building and when seven Shanghai fitters were put to work on the job the Cantonese quit in a body. A report was sent in to the police yesterday that the strikers were causing some trouble for a new force of workers that had been employed on the job at the Municipal Building and an investigation disclosed that an effort had been made to damage certain tools.

There was no indication yesterday that the refusal of the Cantonese to work with Shanghai fitters would receive consideration from the company which had set about to fill the places of the men who walked out.

ANFU FAILURE TO OUST CHIN WEAKENS CLUB IN CAPITAL

(Continued from Page 1)

promise, he will choose the Anfuites. He will be forced to by his old affiliations.

And, further, he who cherishes the hope that out of the dispersing of the Anfu Club and the accession of the so-called moderates a new day would dawn in Peking also harbors a delusion. The moderates are Tuchuns themselves and in that tribe there is no virtue.

PREMIER MAY QUIT AFTER 'SAVING FACE'

The prospect therefore for any vital change is, in the opinion of the writer, small. To the contrary, more Cabinet "crises" are probable. It is more likely than not that after he has stayed a sufficient length of time to give him "face" after the recent attempt to humiliate him. Premier Chin will resign. It will be a voluntary resignation officially, but actually it will be forced by pressure applied behind the scenes. And then we shall be where we have been all the time, plus a deal of excitement that was hardly worth worrying about.

"When I was in the East

nothing brought me greater pleasure than 'THE TIMES' WEEKLY EDITION ILLUSTRATED. It was such a strong link with Home. The Letter from London, covering all the matters of interest, might have been written personally to me. The news was so complete in important affairs, and the summaries of the world's minor happenings were always interesting. The serial story was good, and the reprints of 'THE TIMES' Leading Articles gave me a pleasant feeling that nothing happened politically, commercially, or artistically that I did not hear the most authoritative information upon.

"The Illustrated Section in Photogravure (now enlarged to 16 pages) was the most superb picture section I have ever seen in a newspaper. So well chosen were the pictures and so perfect their reproduction that they gave me a companionable feeling of having actually been present at the events they portrayed.

"I would do without many things in the East, but nothing would make me miss

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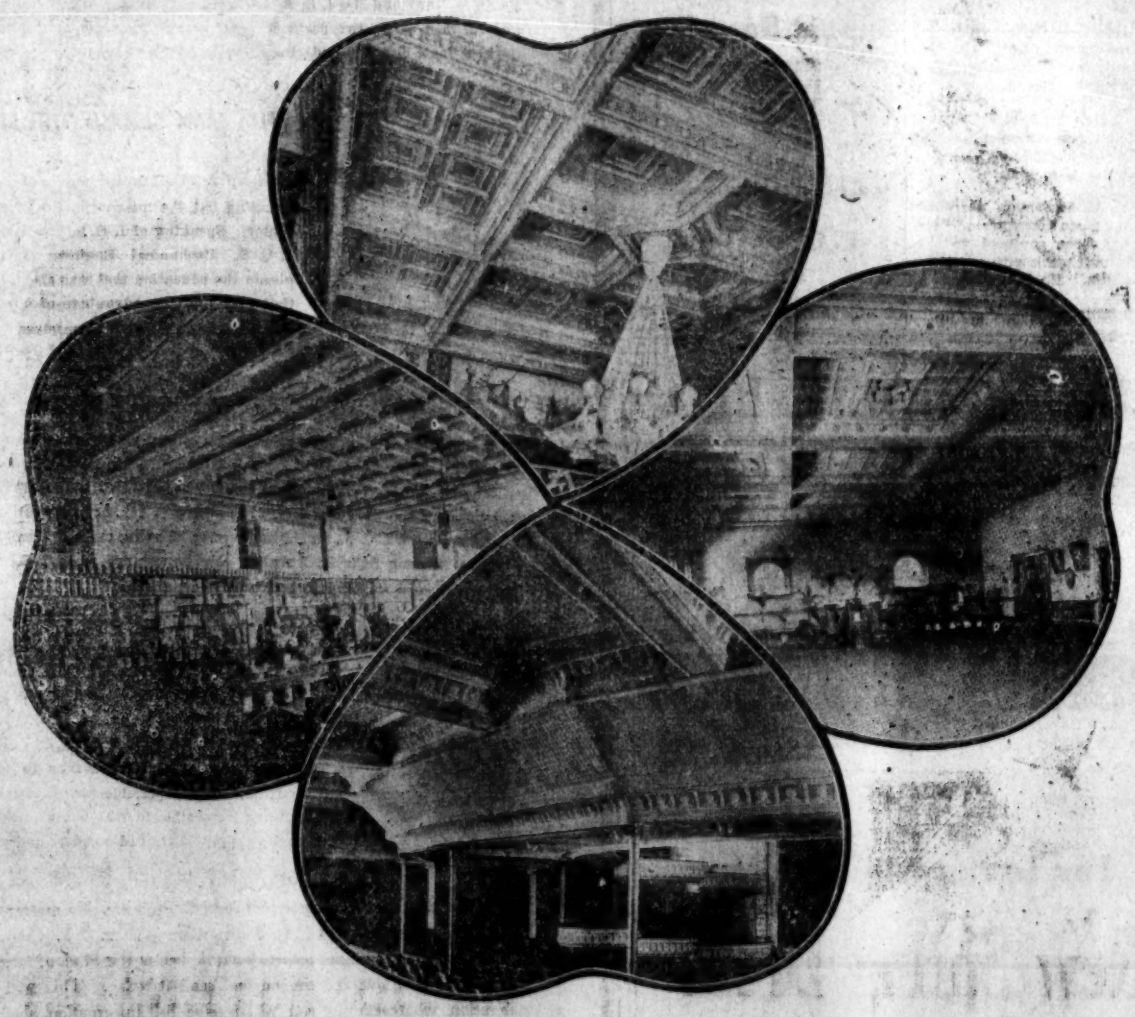

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SULLIVANS CANDIES TO HAVE NEW HOME

New Store At 36 Nanking Road Opens May 1—Larger Tea Room And Cafe

Sullivan's Fine Candies, having outgrown the present quarters at 11 Nanking Road, will open about May 1 at 36 Nanking Road, west of the present location a retail confectionery and cafe which will be the finest establishment of its kind in the Orient. The new store occupies the space formerly used by Dr. John Goddard and the Sweetmeat Castle, which is being rebuilt and redecorated in the most modern style. All the features of the present Sullivan establishment will be retained in an improved and enlarged form, with more commodious serving facilities which will include a larger cafe and tea room.

The most important improvement in the Sullivan plant is the construction of an up-to-date candy factory which will occupy the building in the rear of the new quarters, pending the erection of a modern factory building. A large consignment of modern candy making machinery has been received and is being installed and with the new equipment Sullivan's will have the largest and most complete manufactory for package and bulk candies. The company has engaged the services of Mr. V. A. Yecker, a factory superintendent whose experience in candy manufacture in the United States and Great Britain has made his acquisition by the reorganized Sullivan interests of the greatest value in the new activities.

The demand for locally made sweets, which reach the buyer in perfect condition shortly after manufacture, has made a call upon the resources of the Sullivan plant which can now be met more easily with the new factory. The newly incorporated Sullivan Manufacturing Company has enough trade in sight to keep the new equipment running to capacity when it is completed.

Woman Tortured By Former Husband

Lengthy Prison Terms Are Given Chinese For Brutal Assault

Sentences of five years each were given several Chinese appearing before the French Mixed Court yesterday for brutally assaulting Tsu Tsang-sse, wife of a fireman in the International Settlement Department. An indemnity of Taels 200 was also awarded. The assault occurred early in January.

Mr. R. d'Auxfon de Ruffe prosecuted the case in behalf of the injured woman.

The woman was beaten, and robbed of her money and jewels in the house of one Li Tong-yu, in the French Concession. Then, bound and gagged, she was taken to a lonely spot in the country where her former husband, Li Fang-tsze, slowly cut the muscles of her legs with a sharp knife while others watched.

She was left to die but was later found unconscious by passers-by, who took her to the Shantung Road Hospital where she was a patient for nearly two months. The woman is a cripple for life and was brought to court yesterday in a chair.

Dean Walker To Preach Farewell Sermons Today

The Rev. A. J. Walker, dean of the Holy Trinity Cathedral, will preach his farewell sermon before the St. Andrew's Congregation this morning at 10:30 o'clock. He will bid good-bye to the boys and girls of the Cathedral this afternoon at 3 o'clock when a collection will be made for the "Waifs and Strays Society." At 6 o'clock this evening, the dean will be present at the Union Church to say farewell to his friends there.

South Wales Cuts Bunker Coal Price

(*Reuter's Service*)

London, March 20.—The Times states that the South Wales collieries have agreed to supply bunker coal for shipping at substantially lower prices, at an approximate average reduction of 40/-, per ton.

The ruling price at the Port of London, namely 155/-, is likely to be reduced correspondingly. The reductions will commence on April 1 and will be applicable to all shipping.

Song Service Is Three Years Old

The Rev. H. C. Steinheimer of Nanking will speak before the American Song Service in the banquet hall of Palace Hotel this afternoon at 5 o'clock. There will be special music, including a violin solo by Mr. William Lockwood and a chorus by the American School Glee Club.

The Song Service is three years old, the first meeting being held in the apartments of Mr. and Mrs. J. J. Connell on March 25, 1917.

Americans Paying Their Income Tax

Reports And Settlements Are Going On Boats Leaving In Next Two Weeks

It is believed that the bulk of American income tax payments will go forward with the official statements of incomes to internal revenue collectors in America on the five mail boats sailing from Shanghai in the next two weeks. All of these payments and reports are being sent in after the date for paying and filling fixed by the income tax law, which is March 15, but extensions of time are granted in the cases of Americans living in China by reason of the delayed arrival of the income tax forms.

The forms, designed for the reports of incomes under $5,000 for incomes over this figure, and for corporations were received at the American consulate a week ago and for the most part have not been announced that any definite date has been fixed by the treasury department for the filing of returns and payment of income tax from China, but generally it is accepted that these forms should be sent in and payments with them as soon after the forms are received as possible.

Vessels carrying mails to America leaving in the next two weeks are as follows:

Steamer China	March 30
Empress of Japan	April 1
Montcalm	April 2
Shinyo Marp	April 4
Empress of Asia	April 10

Leniency For Turkey Is Opposed By Asquith

(Continued from Page 1)

should be handed over to the League of Nations.

TURKS MAKE ALLIANCE WITH NEW REPUBLIC

London, March 20.—It is reported that Turkey has concluded an offensive and defensive alliance with the Republic or Azerbaijan. The Alliance document was signed in October, 1919, and provides for reciprocal assistance in the event of a foreign power attempting to establish a political, administrative or economic protectorate over either.

Both refuse to sign the Peace Treaty or to disarm if the independence of Turkey is endangered or the independence of Azerbaijan unrecognised.

Turkey by the terms of the alliance is to supply munitions, trains and Tartar troops. It is considered most likely that the Turkish Nationalists arranged the terms of the Alliance.

Note: Azerbaijan contains the provinces of Baku and Elizavetpol including the Baku oilfields. It must not be confused with the Turkish Province of Azerdaijan.

MOSLEMS WOULD DRIVE FRENCH FROM SYRIA

London, March 25.—General Nowri, the Emir Feisul's Chief of Staff, who has arrived in Constantinople on his way to Paris, states with regard to the situation in Syria and Cilicia that the French are now holding the line, Adana-Ain Tab-Jerablus. The railways from Aleppo to Adana and Jeradlus have been cut by the Turkish Nationalists who are successfully stirring up the inhabitants of this area and also as far south as Beirut and Haifa against the French. There is much fighting and brigandage going on especially to the east of Alexandretta. The Nationalists who are commanded by Kenaan Bey, one of Mustapha Kemal's most capable lieutenants, are said to be determined to drive the French out of the country.

SAYS ARMENIANS MUST BEGIN TO PROTECT SELVES

(*American Wireless Service*)

London, March 25.—Mr. Lloyd George, explaining the Turkish settlement, said that the Allies had taken action only after the United States had definitely refused the mandate. It had been decided not to expel the Sultan because the Allies wanted to avoid the expense of administering Constantinople.

The Premier said that it was utterly impossible for Great Britain to send troops to protect the Armenians although she would exert the utmost pressure in favor of the Christians there.

The Armenians must begin to protect themselves. Mr. Lloyd George stated that he had received requests from America that she should be allowed to undertake the protection of the Armenians without however offering to assume responsibility.

London, March 25.—The Archbishop of Khol (?) (Russia) who has arrived in London from Erivan said that the Tartars had recently massacred 17,000 Armenians within the territory forming the new Armenian State.

The massacre was instigated by the Young Turks. The Archbishop also said that the Tartars had massacred four thousand Armenians at Akoulis (?) last December.

Unclaimed Cablegrams

Commercial Pacific Cable Co.

March

25 Fohoctwang, Shanghai—Washington.

26 Urgent Weirtrade, Shanghai—New York.

News Brevities

A daughter was born last evening to Mr. and Mrs. L. Basset of 506 Rue Lafayette.

* * *

Dr. S. I. Woodbridge, editor of the Chinese Christian Intelligencer, which is read weekly by thousands of Chinese all over the country, will conduct the missionary prayer meeting on Monday, at 5:15 at Union Church Hall.

* * *

The Rev. John Darroch, agent of the Religious Tract Society, London, will speak on "The Coming King" this afternoon at 5 o'clock at the Sunday Service League, 120 Szechuen Road.

* * *

Tomorrow will be the March Settlement Day of the Shanghai Stock Exchange.

* * *

The annual meeting of the Marine Engineers' Guild of China will be held Monday.

* * *

The Shanghai Waterworks will hold its annual general meeting Tuesday afternoon at 4:30 o'clock.

* * *

The Scottish Presbyterian Church will meet at the Chamber of Commerce, 1 Yuen Ming Yuen Road, Tuesday afternoon at 5:15 o'clock.

* * *

There will be a lecture to the Church of England Men's Society at the Church House Tuesday night at 9 o'clock.

* * *

The Shanghai Sumatra Tobacco Co., Ltd., will hold its 18th annual general meeting Wednesday afternoon at 3:30 o'clock.

* * *

The 14th annual general meeting of the Anglo-French Land Investment Co., Ltd., will be held Wednesday afternoon at 4 o'clock.

* * *

The Oriental Cotton Spinning and Weaving Co., Ltd., will hold its annual general meeting Wednesday afternoon at 4 o'clock.

* * *

The Union Church Ladies' Society will give a musicale at the Union Church Hall Wednesday afternoon at 5 o'clock.

* * *

Mr. W. A. Chapman, secretary of the American Chamber of Commerce, has been confined to his home the past week with an attack of bronchitis. He is expected to return to his office tomorrow or Tuesday.

* * *

The annual meeting of the Langkat Company will take place at the offices of the China Mutual Life Insurance Co., Ltd., tomorrow afternoon at 4 o'clock.

* * *

The Reverend M. T. Stauffer will preach at the Union Church this morning at the 11 o'clock service.

* * *

Robbers who have been operating in the Hongkew district are being checked effectively by the Municipal police. Nine men charged with armed robbery were brought into the Mixed Court yesterday and remanded for special hearing, another was sent to the Chinese authorities, one promised a special hearing and four were released.

* * *

The American College Club will meet with Mrs. A. C. Davis, at 4 Darroch Road, at 4 o'clock Tuesday afternoon.

* * *

The Municipal Service Club gave a most enjoyable dancing party at the Town Hall last evening.

Argentine Bankers Join American For Trade Reciprocity

(*Reuter's Service*)

New York, March 25.—It is announced here that an organisation has been formed by the banks of Argentina for joint operation of Argentine and American interests, to foster reciprocal banking and trade relations and to finance exports and imports.

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Admiral Knight made many friends in the Far East while in command of the U. S. Asiatic Fleet. At the 25th Anniversary of the I. C. S. in Scranton, he remarked among other things: "There is a very intimate connection between the U. S. Navy and the International Correspondence Schools. In the navy there is a great need for trained men—engineers, electricians and many others. Thousands of men in the navy have already taken advantage of your admirable courses of instruction. I want you to know that the U. S. Navy and the I. C. S. are working together—that we are, in a sense, two parts of one great organisation working for a common end—the security of the Nation."

Admiral Austin Knight

THE MAN BEHIND THE LIBERTY MOTOR

Lieut. Col. J. G. Vincent

Lieut. Col. J. G. Vincent is the inventor of the famous Packard Twin Six Motor, and is also largely responsible for bringing out the internationally famous Liberty Aeroplane Motor. Speaking of I. C. S. Training, Vincent said: "The I. C. S. Mechanical Engineering Course enabled me to obtain the education that was absolutely necessary in order that I might take advantage of opportunities for advancement as they presented themselves."

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Mr. J. J. Tynan, General Manager of the Bethlehem Shipbuilding Co.'s plant at Alameda, Calif., broke the world's record in shipbuilding when his plant launched the 12,000 ton "INVINCIBLE" 23 days after the keel was laid. His salary is $45,000 per year. In a letter to the I. C. S., Mr. Tynan wrote: "Having myself taken a course in your Schools, I realize the importance of I. C. S. Training to men wishing to better their conditions."

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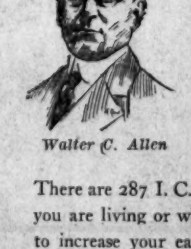

Walter C. Allen

Mr. Walter C. Allen heads the company that manufactures the famous Yale Locks. He is an enthusiastic I. C. S. Student. With reference to I. C. S. Training, Mr. Allen said: "The Yale & Towne Company encourages its men to acquire the study impulse. It is utterly impossible for the untrained man to advance, and quite as impossible for the house to hold its own without a continuous supply of trained workers and executives."

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Electric Machine Designer	Building Foreman	Ship Draftsman
Telegraph Engineer	Carpenter	Common School Subjects
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Mechanical Draftsman	Plumber & Steam Fitter	Teacher
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Boilermaker or Designer	Foreman Lumber	Woolen Manufacturing
Patternmaker	Complete Commercial	Chemical Engineer
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Foundry Work	Secretarial	Mine Foreman or Engineer
Blacksmith	Bookkeeper	Coal Mining
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Gas Engineer	Window Trimmer	Live Stock and Dairying
Civil Engineer	Show-Card Writer	Poultry Raising
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R. R. Constructing		☐ 華人學習英語科

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International Correspondence Schools

Japanese Intrigue Keeps China Chaotic, Baron Goto Admits

(Continued from Page 1)

Monarch's Loyal Army in Dalny or stopping the Mongolian bandits in their activities. Encouraged by this, Popuchapu marched to Manchuria and disrupted peace.

CHENCHIATUNG INCIDENT

"Because of the presence of Mongolian bandits in Manchuria Chinese troops naturally attempted to suppress them although their efforts were futile. They hated the Japanese, who had caused the presence of bandits. Enraged by the intrigue, Chinese soldiers shot down Japanese forces after having had their camps surrounded. The audacity which prompted Chinese to fire upon Japanese was due to the unbearable intrigue of the Japanese in inviting the Mongolian bandits to the South. The settlement of the incident was naturally difficult, because China had a just cause for complaint against the Tokio Government.

"By the time when the Chenchiatung incident took place, the Mongolian bandits had already penetrated Manchuria and had several clashes with Chinese troops, in which the latter were unsuccessful. Japanese troops, meanwhile, threatened the Chinese to such a degree that the Chinese were unable to find time to cope with the bandit situation. The bandits, of course, embraced the opportunity and established their stronghold at Kuochiatien in the vicinity of the South Manchurian Railway.

"From the viewpoint of the Chinese, the Japanese were actually assisting the Mongolian bandits. The Japanese had planned the Chenchiatung incident in order to allow the bandits to establish themselves in Kuochiatien and in order to give them protection.

CONSPIRACY FAILS

"On account of her special relation with the Mongolian bandits, Japan sought to protect the intruders by negotiating with China. Tuchun Chang Tso-ling of Fengtien, to save his province from being mutilated by bandits, consented. But Japanese prestige suffered a heavy blow in the negotiations. Japan was forced to admit that she was intriguing with lowly bandits and that her intrigue had failed absolutely.

"After her success in her negotiations over the voluntary withdrawal of the Mongolian bandits, Japan again repeated her intrigues. She selected 800 out of the 2,000 members of the Monarch's Loyal Army and transferred them to Kuochiatien to reinforce the bandits, furnishing them with field guns, machine-guns, rifles and ammunition in large quantities.

"All these deals were instigated by the Japanese officials, because without the sanction of the Japanese authorities, how could those monarchists leave Dalny? How could they be transferred to Kuochiatien, which is under the jurisdiction of the South Manchurian Railway? The arming of the monarchists and the bandits was, of course, exclusively handled by the Japanese officials.

CHINESE ALARMED

"The Chinese troops were greatly alarmed at the appearance of the monarchists with their new weapons after they had been told that the bandits were leaving the village voluntarily. The authorities notified the Japanese that although they had agreed to let the bandits leave the village, they had no alternative but to suppress the armed monarchists by force. The note expressed the hope that Japan would excuse China for doing so.

"Japan received the note on the night previous to the day when the bandits were supposed to withdraw. The Mukden Consul-General for Japan was requested to inform Tuchun Chang Tso-ling that Japanese troops would take whatever action they should see fit unless Chinese troops refrained from penetrating the line drawn east of Kuochiatien, Yangchiachentse and Chenchiatung.

"The Consul-General, however, considered the proposal as a violation of international law and predicted great difficulties in the future. He stated that he could not as a diplomatic agent issue such a reply and that Japan could not interfere with the Chinese authorities when they were suppressing their internal trouble.

JAPANESE FLAG RIDDLED

"Side by side the monarchists' forces and the bandits marched against the Chinese from Kuochiatien with the Japanese cavalry apparently looking on, but in reality, aiding the insurgents. The clash ensued. The Japanese flag was riddled by bullets. The Japanese cavalry was bombarded. Many were hurt. This was known as the Tsaoyangfu incident.

"The loss of prestige at the Tsaoyangpu brawl was great. The points which we should bear in mind are first, Japan made no efforts to prevent the fighting between Chinese and the bandits after it was discovered that she had been siding with the bandits; second, the extraordinary action of Japan in helping Mongolian bandits and the so-called Monarch's Loyal Army, recruited from among the horse bandits. The action was adversely criticised by the local residents in Manchuria.

ONLY THEMSELVES TO BLAME

"If it had been a simple clash between Chinese and Japanese troops, the latter would have heroically defended their national colors when they saw that their flag was being fired upon. But on account of the above-mentioned special circumstances, they could only watch the insult without retaliation. The Chinese forces were allowed to provoke them to their hearts' content. Retaliation was impossible, because Japan had no diplomatic status in the conflict.

"The subsequent moves by Japan were also amusing. As a result of the incident, Japan ordered her regiment at Kungtsuling to march to Tsaoyangpu. Realising the futility of resistance, the Chinese soldiers withdrew. The Jappnese thereupon stopped. The move was meaningless, because they could have concentrated round Mukden if they really wanted to fight the Chinese. Consequently, nothing was accomplished.

"The intrigues of Japan, therefore, failed one after another, while the scheme of the Chinese to suppress the Mongolians proved to be successful. The Kirin troops bottled up the Mongolians, who were absolutely helpless. Japan again interfered and sought to open negotiations with China for the safe withdrawal of the Mongolian bandits. Meanwhile the Mongolians and the monarchists began looting. Peace and order in Manchuria were seriously disturbed. Japan had the audacity to negotiate with China on behalf of the bandits. China consented after disarming the brigands. The Mongolians returned home safely.

CONTRADICTORY POLICY

"In the whole transaction, Japan was the big loser. She furnished the monarchists with arms and munitions in Dalny. When the monarchists had to be disarmed, it was China and not Japan who did the disarming. The material loss is great, but the moral loss is even more regrettable.

"Furthermore, the monarchists following their dissolution, were repatriated by means of the South Manchurian Railway. Disturbances were created all along the line and peaceful citizens were attacked. Today the district is full of horse bandits. The seed of sorrow was sown by none but the Japanese.

"Commenting upon the above incidents, we cannot but place the entire blame on Japan.

"First, the existence of the Monarch's Loyal Army in Dalny. Can the Tokio Government deny any knowledge of the organization? It existed in Liaotung, the Japanese leased territory. It was trained by Japanese officers. The Japanese police authorities are the ones who ought to have been responsible for their conduct. The Japanese authorities not only refrained from dissolving them but allowed them to grow and expand.

"Second, Japan spent large sums of money in Manchuria in organising the Monarch's Loyal Army in Dalny and in recruiting Mongolian bandits. They had to pay off the army when it was dissolved. No one footed the bill but the Japanese Government. It advanced in full the loan to Prince Su and Mr. Ogura. It had to finance all the activities of Colonel Tsechi and his troops outside the loan.

"Third, Japanese officialdom prompted the movement of the 800 monarchists in joining the Mongolian bandits in Kuochiatien. It also supplied them with arms and munitions.

"Fourth. It was Japan who was supplying arms to the Mongolian bandits and it was Japanese arms which were seized by the Russian authorities.

"Fifth, let us now ask who are responsible for Japanese action in Manchuria. The transportation of arms was done by the South Manchurian Railway. The move of Colonel Tsuchii was under orders of the General Staff. The organisation of the monarchists army, its training and restrictions, took place under the jurisdiction of the Governor of Kwangtung. The moves of the Japanese troops were under orders of the War Ministry.

"Sixth, there is not a shadow of doubt that Japanese participated in all the Mongolian and Manchurian intrigues against China. During the existence of Yuan Shih-k'ai she propagated under the pretext that she wanted to oust Yuan, but now—What is her aim?

LOSS OF JAPANESE HONOR

"Japanese in Manchuria are inclined to believe that the maintenance of peace and good order in Manchuria depended on Japan after the Russo-Japanese war. Yet today, Manchuria is the great storm center of China. With official assistance from Japan, the horse bandits are ravaging the country and the Manchurians are restless. The collapse of Japanese honor is complete.

"The intrigues of the Japanese in Manchuria and Mongolia are well-known to Americans and Britishers. The British Consul-General in Mukden once told Tuchun Chang that he should assume a firm attitude against them and that, in time of necessity, Great Britain would assist China. Westerners are well aware of the real Yellow Peril. Their only hope is that China should strengthen herself to a point where Japanese aggression would be impossible.

FEARS BAD EFFECT

"The above is but a proof of the wild illusion that Japan has in China, which only serves to engender more bitter feeling against the Japanese people. All these intrigues create very bad impressions upon the western world and will serve greatly to handicap the future Japanese activities in China.

"Manchurian officials are increasingly suspicious about the motives of Japan. The bomb case in Mukden and the robber case among the monarchists in Changchun reflect regretfully on the Japanese. Other intrigues in various parts of China merely serve as sparks which ignite the fire of indignation of the Chinese.

"In Peking, we hear a great deal about Sino-Japanese friendship and the lending of huge sums to the administration, in order to show Japanese good will. But in Manchuria, we have been consistently sowing the seeds of disturbance to obstruct the good relationship and to make the people of China doubt the spirit and motive of all Japan. The interior of China is growing more anti-Japanese daily and the anti-Japanese movement in Manchuria is especially evident."

Japanese Seeking Chinese Friendship

To off-set the strong boycott movement in China, Japanese have organised a Sino-Japanese Commercial Society in Tokio. Thirty leading Chinese merchants in Tokio, Kobe, Osaka and Nagasaki were recently invited by Japanese industrial magnates to attend a social gathering in the Japanese capital, at which the organisation was inaugurated.

Certain bye-laws were presented and passed. The society will hold an annual meeting every year in Tokio. It aims to promote the commercial relationship between the merchants of the two countries.

The first annual general meeting will be held early in April.

Finance Leaders From U.S. Coming To Discuss Loan

(Continued from Page 1)

16, sailing for the return to America on the Empress of Russia. According to present arrangements the party will be in China several weeks and will then return to Japan by way of Korea.

WAS WAR CORRESPONDENT

Besides Mr. Lamont are a number of Americans of note in the party he heads. Mr. J. Ross Tilford of the party is secretary of the American Banking group. He was formerly in the American Department of State and resigned to join J. P. Morgan and Company. Recently he made a visit to China with John Jay Abbott, the American financier.

Another member is Mr. Martin Egan, who is well-known in the Far East by reason of his work as a journalist in this part of the world. He was Associated Press correspondent through the Spanish War, the Boxer Rebellion, the Philippine Insurrection and the Japanese-Russian war. Later he was editor of the Manila Times. He left journalism seven years ago to join the staff of J. P. Morgan and Company and is now assistant to Mr. Lamont.

Mr. Richard Wood Randolph of the party is the consulting engineer of the American Banking Group. He has lived in the Orient for years and it was he who made the railway survey of the Yangtsze gorges. Mr. Jeremiah Smith, Jr., counsel for Mr. Lamont, is a member of a leading law firm of Boston. Dr. John A. McCreery of the party is a prominent New York surgeon and Mr. Jesse Lynch Williams, who with Mrs. Williams is guest of Mr. and Mrs. Lamont on the tour, is the noted American playwright.

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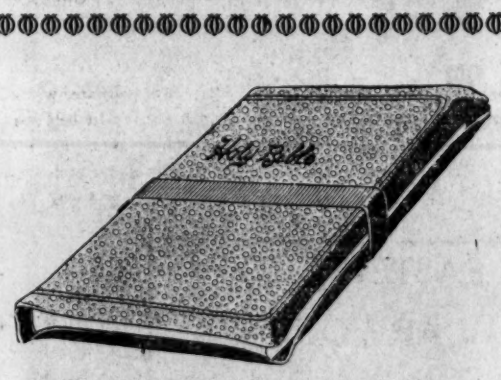

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RAISE FUND FOR BLIND VETERANS

School Girls Delight Large Crowd At French Club With Fine Program

More than $1,000 was netted for a fund for blind soldiers and sailors yesterday when local French talent, and girls of the upper school of the Ecole Municipal Francaise, gave an entertainment and tea dance at the Cercle Sportif Francaise. The exact amount of money taken in has not yet been determined but the unanimous opinion of those who attended the affair was that it was a complete success.

The pantomime "Dreams" was probably the most spectacular number on a program that was delightful from start to finish. When the little Misses Annie Gensberger, Annie Soyka, Ada Haimovitch, Doris Bailey, Marjorie Serebriannikoff, Irenie White, Germaine Lemiere and Doris Moran trooped onto the stage, bearing candles and dressed in nighties and pajamas, they were received with acclaim. And as the youngsters disposed themselves for slumber, in accordance with the script which they had prepared themselves, in danced that "little devil" as portrayed by Miss Beryl Measor who cut fantastic capers and gave the sleeping children terrorising dreams. But that was all remedied a moment later when the charming fairies, Miss Beattie White and Miss Grace Haimovitch appeared and with graceful gesture and light feet danced away the evil spirits and awoke their proteges to laughter and song.

TABLEAU IS HIT

Miss Doris Bailey and Gerard Manikus, in a tableau, "The Red Cross Nurse," made a decided hit.

Much of the success of the performance was due to the untiring efforts of Miss Ana Woods who trained the performers and directed the rehearsals.

The two youngest dancers were the Misses Gracie Haimovitch and Beattie White and they did themselves proud.

A recitation by Miss Stella Tucker, an American girl, who spoke in French was an attractive feature of the afternoon.

Miss Marjorie Serebriannikoff, in her dance "Roses Grecques," was very graceful and displayed an ability in her dancing that well became her.

The Danse Espagnole by Miss Ada Haimovitch and Marjorie Serebriannikoff was another item that scored.

Perhaps the item that calls for a little extra mention is Miss Grace Haimovitch. Her delightful rendering of "Oui, Oui Marie" and "I Hate to Lose You" was of first calibre. As an encore her dance "Busse" was very cleverly executed. The rythm of the dance was the "Cossack Chok."

Miss Germaine Lemiere in her dance "Turque" was warmly applauded.

Miss Vera Gensburger and Beattie White performed a 16th Century Gavotte with ease and grace.

Churches Announce Holy Week Services

Today is Palm Sunday and this week, the last in Lent, will be observed by Christian churches throughout the world as Holy Week. Special services will be held in all local churches.

At St. Joseph's Church on Rue Montauban, sermons will be delivered tonight, tomorrow, Tuesday and Wednesday by the Reverend Father F. M. Kenelly, S. J., at 6:30 o'clock. The services will be in the nature of preparation for Easter duty.

On Maunday Thursday, mass will be said at 8 a.m., followed by the procession of the Blessed Sacrament. The Stabat Mater will be sung at 6 p.m. Holy hour will be observed from 7 o'clock Thursday evening until 8 o'clock Friday morning.

On Good Friday there will be a mass at 8 o'clock in the morning and in the evening at 6:30 o'clock a sermon will be preached in English on the Passion. This will be followed by the Stations of the Cross.

On Holy Saturday the Office will be at 7 a.m. and a high mass is to be sung at 8 o'clock.

There will be similar services this week at the Church of the Sacred Heart on Nanzing Road.

It is announced that confessions will be heard in English, French, Italian and Chinese on Wednesday and Saturday from 2 p.m. at St. Joseph's Church.

At the Holy Trinity Cathedral, the following services will be held from Monday to Thursday:

7:00 a.m., Holy Communion.
8:00 a.m., Holy Communion.
8:30 a.m., Short Matins.
11:00 a.m., Devotions and Address.
6:00 p.m., Evensong and Address. (On Wednesday, "Passion Music")

Italy Clings To Silesia Decision

(*Reuter's Service*)

Shanghai, March 27.—Reuter learns on good authority that there is no justification for the report that the Italian Government is contemplating the return of the steamer Silesia to the Chinese Government. On the contrary it is understood that the Italian Government is firmly resolved to uphold the decision of the Trieste maritime tribunal, ordering the confiscation of the vessel and her return to the Lloyd Triestino steamship company.

Lancashire Weavers Ask Big Wage Jump

(*Reuter's Service*)

London, March 20.—It is reported that the weaving operatives in Lancashire are demanding an increase of 60 percent over their present wages. Over 200,000 operatives are concerned.

DON'T FORGET
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RAW SILK MEN BALK AT PRICES; TRADE IS DULL

Big Imports This Season Give Manufacturers Cause For Hesitation

(*Reuter's Service*)

New York, February 20 (by mail).—It has become difficult to interest manufacturers in supplies of raw silk at high prices. The declines recently reported have been insufficient to inspire confidence and traders report conditions as very dull.

The Silk Association of America has completed an investigation of raw silk stocks in the country and report 93,000 bales in sight, of which 68,000 were in public storehouses on February 1, the balance being distributed among mills. The very great increase in shipments of raw silk to this country since the new season opened is thus confirmed and it is a reasonable cause for the hesitation of manufacturers.

General business has become quiet, due, it is stated, to the restriction of bank credit. Many of the small silk jobbers who entered the business since 1914 have found it difficult to sell at the wide margins of profit they had been asking and they have been trying to unload goods at material reductions. This has served to unsettle retail buyers and others who are planning for fall, and agents representing mills are cautioning their customers to use discretion in making future engagements.

It is stated that the hesitation in silks is no greater than that seen in wool and cotton goods and in general trade. The retail trade of the eastern section of the country has been held up for two weeks by a series of unusual snow-storms and by the consequent paralysis of transportation. The near advent of the Easter season is expected to right that condition in another week or two.

NOISES AND NERVES

"A noise in the road outside or the clatter of the children at their play was enough to cause me real agony," said one nervous woman. Think what that means!

When a man or woman is a prey to run-down nerves every sudden sound causes misery. It is not always the headaches, neuralgia, sciatic pains in the back and legs, and other physical sufferings, that are the hardest to bear. Misery of mind—when a door is banging, or a shrill whistle makes a violent assault on the nerves—receives no sympathy; but those who endure it envy the people with steady nerves who are able to ignore what to them is a cause of real torture.

There is only one way to correct this miserable condition. Nerves that suffer thus are nerves starved for want of rich, healthy blood. They need a blood-maker and nerve tonic Dr. Williams' pink pills build up and make good your impoverished blood. By this process they tone up every nerve in the body that is crying out for nourishment. Also, these pills strengthen the stomach and digestive powers.

If you are suffering from nerves do not go to great expense until you have tried building up the blood. The changes are that Dr. Williams' pink pills are all you require, for they have given many nervous sufferers complete relief. Now is the time to begin Dr. Williams' pink pills for pale people. Get a supply from any dealer, or direct and post free, one bottle for $1.50, six for $8, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

Write a postcard to the same address asking for a free copy of the useful booklet "The Nerves and Their Needs."

Spinal Meningitis Case Discovered In Chinese School

A case of spinal meningitis has been discovered among the students at the Ming Li School, Nantao. A student named Kiang Ziang-sung contracted the disease. His condition is critical. The school administration has decided to extend the period of Easter holidays to nine days, beginning on Monday.

Hongkew Police Entertain Four Members Leaving

A banquet in honor of four of their departing comrades was given last night by the officers at the Hongkew Police Station. The guests were Sub-Inspector W. Whiting and Sergeants S. Costelloe, P. Keane and A. O'Dwyer who are leaving this morning for a seven months' holiday.

The usual toasts were proposed and a good time enjoyed.

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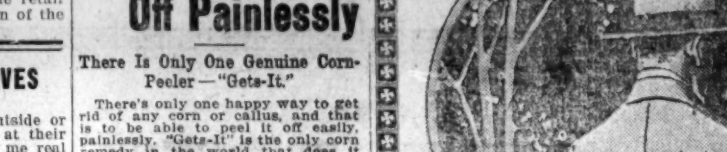

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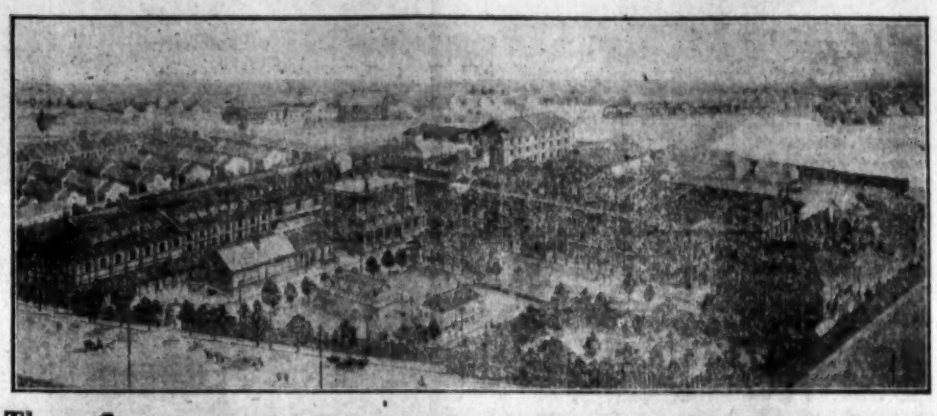

The Commercial Press, Ltd. Works, Paoshan Road.

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If Christmas by reason of its Christian significance is a season of awarding and receiving gifts, EASTER will equally appeal by reason of the Christian mystery which it celebrates. Gifts sent during Easter will be no less appreciated than those sent at Christmas.

The fact that BOOKS well chosen according to the needs of the recipient constitute the best form of gifts, has been proved again and again by our daily experience. The space on this page is insufficient to place before you anything like a representative list of the publications stocked by the Commercial Press but it is believed that the titles given will be of some suggestive value.

With renewed good wishes for Easter,

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Fisher and Fiske: How to Live	2.30
Doty: Prompt Aid to the Injured	2.25
Thomson: Brain and Personality	2.40
The Wayfarer's Library	0.80
Every Mans Library	0.96
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Keene: Manual of Physical Training games and Mass Competitions	0.88
Marden: Rising in the World	1.80
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Would Raise Tls. 4,800,000 By Debentures This Year

Municipal Council Report On Finances Shows Departments Far Exceeded Estimates Last Year

The budget of municipal income and expenditure that is to be submitted at the annual ratepayers' meeting next month will recommend the raising of Taels 4,800,000 by debentures. The report on finance matters of the Settlement, issued yesterday, shows that a deficit of Taels 753,122 will be carried over from 1919.

Several municipal departments show expenditures far exceeding the estimates made at the end of 1918. The Police Department exceeded its appropriation by Taels 88,351; Taels 60,352 was spent for road maintenance above the amount estimated and the Public Works Department as a whole spent Taels 78,920 more than estimated. General charges were Taels 83,379 more than estimated and even the secretariat expended Taels 9,958 more that was figured. The Fire Brigade went but Taels 9,114 above the estimate although the department was changed from a volunteer to professional basis last year. The Volunteer Corps, Health Department, Public Library and Finance Department did not exceed appropriations.

Increases are planned for several departments for 1920.

It is announced in the report that the Council has made provision for the presentation of a private motor car to Major T. E. Trueman in token of the community's appreciation of his services as commandant of the S.V.C.

The following is the table of estimates for 1920.

ESTIMATES FOR 1920

The following budget of municipal income and expenditure is submitted for the approval of the ratepayers at the Annual Meeting to be held in April, 1920.

	Tls.
The ordinary income for the year is estimated at	4,742,870
and the ordinary expenditure at	4,715,250
leaving a surplus on the ordinary budget of	27,620
It is proposed to raise by debentures during the year the sum of	4,800,000
to which can be added the amount raised by issue of debentures in the 1919 loan from January 1 to March 12, 1920	325,200
and miscellaneous income of	10,000
thus the extraordinary income will amount to	5,162,820
The deficit brought forward from 1919 is	753,122
and extraordinary expenditure (including a loan to the electricty department of Tls. 2,800,000) is recommended aggregating	4,410,490
	5,163,612
leaving a deficit to be carried forward to 1921 of	Tls. 792

The following are excerpts from the report dealing with 1920 expenditures: Considerable improvement in the pay of the Chinese staff and in the terms of service of the foreign staff of all departments accounts for a large increase in departmental expenditure.

As regards the foreign staff.—The temporary bonus was withdrawn from May 1, 1919, and, in lieu, an increase of pay was authorised equal to 15 percent of an employe's monthly pay up to a maximum of Tls. 300, exclusive of allowances and extra pay (maximum increase Tls. 45 per mensem). This increase of pay is included in all scales of pay revised since May 1, and in the terms upon which agreements have since been authorised for renewal. The children bonus was increased to 5 percent on the same maximum for each child not exceeding two in number and under 16 years of age if boys and under 20 years of age and unmarried if girls. Full passages, on an employe proceeding on leave, are now allowed for an employe's wife and two children, with the age limitation referred to above. Medical attendance by the firm of Drs. Marshall, Marsh, Billinghurst, Murray and Bolton or by the firm of Drs. Jackson, Hanwell, Jackson and Nield is now provided free for the wife and children of an employe, with the age limitation above referred to. Second class hospital expenses and the cost of operations and medical attendance in the case of confinements with accommodation at the Victoria Nursing Home ward rate of Tls. 3.00 per day for 14 days are also defrayed by the council whilst prescribed medicines and dressings are provided free.

As regards the Chinese staff.—In addition to a very much higher scale of pay, a bonus of half a month's pay (maximum bonus $50) is now issued at Chinese New Year to all Chinese who have been on the pay sheet for at least one year.

Volunteer Corps, Tls. 64,290.—This estimate shows a decrease of Tls. 1,765 on the estimate for 1919. Provision is made for the appointment of a paid commandant, Lieut.-Colonel R. Marr Johnson, C.M.G., D.S.O., whose arrival is expected early in May. Consequently the appropriation under the heading pay of foreigners shows a large increase which is, however, more than offset by a saving of Tls. 8,000 in the estimated cost of Uniform. Expenditure on ammunition, shows an increase of Tls. 2,000.

Volunteer Corps, stock and stores, Tls. 21,050.—Value of stores issued, Tls. 17,000.

Fire Brigade, Tls. 155,720.—An increase of Tls. 56,410 on the estimate for 1919, with which, however, comparison is valueless, owing to the greatly increased expenditure occasioned by the conversion of the Brigade from an essentially volunteer to an entirely professional organisation. Thus the pay of the Foreign and Chinese staff is estimated at Tls. 95,840 as compared with Tls. 56,100 in 1919. An increase from Tls. 6,500 to Tls. 14,000 is anticipated in the expenditure on uniform for the proper equipment of the whole of the Chinese staff. This expenditure is somewhat in the nature of initial expenditure and the appropriation for succeeding years should not reach such a high figure. Expenditure on hose renewals, due to increased prices, will exceed the estimate for 1919 by Tls. 4,000.

Fire brigade, stock and stores, Tls. 47,400.

Police Force, Tls. 1,492,510.—An increase of Tls. 277,935, chiefly traceable to the return of employes from war service, to the engagement of recruits for the foreign branch, to promotions, to renewals of agreements, to passages, to a large increase in the authorised strength of the Sikh branch, to an increase in the Japanese branch, to revision of the pay of the Foreign and Chinese branches, to increases in the cost of uniform and equipment, necessitated by the high cost of materials and the increased strength of the force, and also to medical aid. The expenses of prisoners show a decrease of approximately Tls. 5,000 due to a reduction in the cost of messing.

Police force, stock and stores, Tls. 106,930.—Value of stores issued, Tls. 94,000.

Health Department, Tls. 324,790.—An increase of Tls. 31,310 on the estimates for 1919. The increase is chiefly traceable to the appointment of an additional health officer and of an additional analyst, to the return of employes from war service, to an increase in the effective strength of the sanitary staff, to the renewal of agreements, and to improved pay for the Chinese staff. With the continued absence of plague infected rats, it has been possible still further to reduce the appropriation for plague prevention from Tls. 10,000 to Tls. 5,000. The estimated receipts from ordure disposal show an increase of Tls. 8,900 on those for 1919. The appropriation for the Victoria Nursing Home shows a decrease of Tls. 9,400 on that for 1919, by reason of the largely increased receipts in respect of fees from patients, but the total appropriation for Municipal hospitals shows a substantial increase, attributable to the improved pay of the nursing staff, to the filling up of vacancies which were unfilled during the war, to the full working of the recently erected western wing of the Isolation Hospital and to the opening of the old western wing as a tuberculosis section. For the private nursing service, the estimated expenditure is Tls. 3,530 in excess of that for 1919. Under the grant-in-aid to the General Hospital, Tls. 60,000, provision is made for the usual contribution of Tls. 3,500 towards the expenses of treating indigent patients, for the interest charges under the Council's guarantee in respect of the Hospital overdraft on building account and for the deficit on hospital working account for the year 1919. Provision is made for renewal of the grants-in-aid to the Shantung Road and St. Luke's Hospitals Tls. 5,000 each, St. Elizabeth's Tls. 1,000 and the Paulun Hospital Tls. 2,000 and for a grant-in-aid to the Chinese Cholera Hospital. The appropriation under extra-departmental for medical attendance disappears, the cost thereof being debited to departmental estimates.

Health department, stock and stores, Tls. 35,200.

Public Works Department, Tls. 1,192,110.—In comparison with 1919 this estimate shows an increase of Tls. 138,495, chiefly traceable to the return of employes from war service, to an increase in the staff to meet the growth in the work of the department, to passages, to a falling off in the private works supervision fees, and to improved pay for the Chinese staff. The estimated expenditure under creeks and rivers shows a considerable reduction on that for 1919. It is anticipated that drainage and the maintenance of roads and footways as also the cleansing and watering of roads will cost considerably more than in 1919, largely due to the cost of the disposal and treatment of cesspool sewage, to the increased road mileage and to the increased cost of materials, haulage and Chinese labor respectively. Lighting shows an increase of Tls. 4,200, whilst for parks and open spaces an increase of close on Tls. 10,000 is expected, chiefly due to increased rates of pay for Chinese labor.

Public Works Department, stock and stores, Tls. 334,350.—Value of Stores issued, Tls. 300,000.

Public Band, Tls. 69,720.—In comparison with the estimate for last year, an increase of Tls. 29,340, or if compared with the estimate for 1918, an increase of Tls. 15,545. The reorganisation of the band which is being carried out under Maestro Paci, who was appointed conductor in September, 1919, accounts for the bulk of this increase. Provision is made for an increase in the number of European musicians from seven to 17 with a decrease of four in the number of Manilamen. The total appropriation for the pay of musicians is Tls. 61,170 as against the estimate for 1919 Tls. 36,130.

Educational Department, Tls. 307,220.—An increase of Tls. 64,690 on the estimate for 1919. The estimates for the several schools have as usual been carefully examined by the educational committees. The total increase is traceable in their main to the augmentation in staff necessitated by increased attendance at each of the schools which have not already reached the limit of their capacity, to the filling of vacancies in the staff left unfilled during the war and to renewal of agreements. Provision is included in the estimate for the Thomas Hanbury School for Boys, as was the case last year, for the cost of conducting the Municipal School for Indian Boys. Renewal of the educational grants-in-aid, which were included in the Budget for last year, is allowed for.

Educational Department, stock and stores, Tls. 4,200.

Finance Department and secretariat (including the Revenue Office), Tls. 124,050 and Tls. 265,970, respectively.—The increases hereunder are chiefly due to the return of employes from war service, to necessary increases in staff, to renewal of agreements and, in the case of the secretariat, to the transfer of the appropriation which has hitherto appeared in the police estimates for the pay and locomotion of the legal assistant.

Finance Department and secretariat, Stock and Stores, Tls. 1,000 and Tls. 1,680, respectively.

General Charges, Tls. 127,780.—Included hereunder is provision for the re-assessment of land in the Settlment Tls. 11,500, for the history of Shanghai sundry expenses Tls. 4,000 and for the vice committee sundry expenses Tls. 1,500. The grants-in-aid remain the same as for 1919, with the exception that it is anticipated that an increase in expenditure will necessitate an increase of Tls. 1,500 in the grant-in-aid made to the Door of Hope for the Stray Children's Home. In token of the community's appreciation of the very valuable public and honorary services rendered by Major T. E. Trueman as commandant of the Volunteer Corps during the past five years, provision is included for the presentation to him of a private motor car.

American Submarine Sinks After Being Towed Off Rocks

(*Reuter's Service*)

Los Angeles, March 25.—The United States submarine H.1 which was wrecked recently in Magdalena Bay, sank in fifty feet of water when towed off the rocks. Attempts will be made to refloat the vessel.

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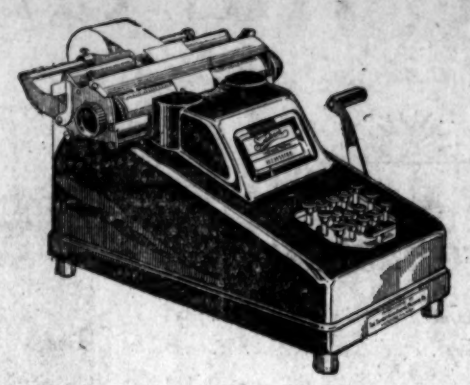

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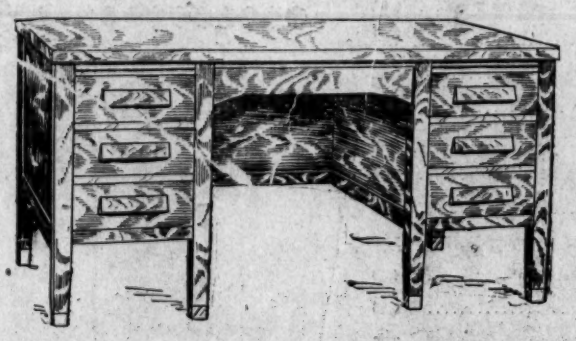

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Madame Butterfly Was Some Insect

By Ring W. Lardner

To The Editor:

A wile ago I read in the N. Y. papers a write up of a show they put on down to the opera house name Zaza that was so warm that Geraldine Farrar took off her coat and vest and everything in the 1st. act and she was going to do it again Thursday so I give up $7.70 per each for some tickets but when we got there they announced that a tenor named Creamy that had been on the stage when she done it the 1st. time was still in bed yet with a high fever and they wasn't no other tenor in the Co. that would stand around in such a exposure so they was going to put on Madam Butterfly instead with Geraldine playing the insect. Well when you've brought a couple of gals you don't feel like saying let's get our money back and go home, a specially when you have just road in 28 miles on the N. Y., N. H. and H. and had to set up all the way. So we stuck for Madam Butterfly and maybe some of you hasn't seen the show so I will explain it.

Well for about a hr. after we got in all that happened was the orchestra making different squeaks till finely a bird stepped up in front of them that everybody claped, so I ast the girls who he was and they said it was Roberto Moranzoni conductor.

"Oh yes" I said "I use to know him when he was a brakeman and his name was Bob Moran."

Pretty soon the curtains floped open and we begin to get the plot It seems like married life in Japan where this show comes off, is a good deal like amongst the movie actors over here. You can call it off by giveing 2 wks. notice. Well they was a detective name B. F. Pinkerton that was in the U. S. navy intelligents burro and they had sent him to Japan to try and find out who give Sims them orders and wile he was there he seen Geraldine. So he ast her if she would make 1 of them Hollywood marriages and she said yes, or they would of been no show.

Well Pink has rented a honeymoon cottage way up on top of a hill and when the play opens him and his friend the American consul is up there waiting for Butterfly to show up for the ceremony. The consul was played by a bird named Scotti but his name in the show was Sharpless so they had to write all his songs on the white keys.

Wile they are waiting Pink sings "Would you like a highball" and Scotti answers yes and when they drink it the orchestra plays part of the star Spangle banner, deuce knows why.

Well finely Geraldine come in and she hit a couple of cracked tones in her first song and Pink says to her "Are you trying to make us believe what the libertto says about you being 15 yrs. old and pretending like your voice is changeing." So she says back "Who wouldn't sing a couple of sour notes after climbing a hill like that?" So Pink said "If you was a real Butterfly you'd of flew up the hill." "Yes" she says "but I was a caterpillar when I started."

She had broughten a lot of other bugs with her that she said was relatives and a justice of the peace and they put on a wedding that was a worlds record for speed probably because Pink's initials was B. F. so Butterfly didn't have to change hers. They was a good alto singer from Chicago name Frances Ingram visiting the bride and if I had of been Pink I would of hesitated a long while before I picked Gerry instead of she.

Well Act 2 is 3 yrs. later and its broughten out that a little wile after the wedding, Pink had found out that his wife smoked a pipe so he had sunk back to the U. S. and secretly married a cigarette fiend. Mean wile Madam Butterfly has a little son witch she has named him Larva Pinkerton and they are waiting for his dad to come back and see him. Finely Mr. Sharpless shows up and trys to tell the Madam in naturals that he had a letter from Pink and Pink is married again and for her to forget him, but she won't listen and she brings in Larva and tells Mr. S. to write back to Pink and tell him he's got a kid. After Sharpless goes, Frances, who seems to be making quite a visit, looks out on the bay and sees a U. S. war ship and its the same ship that brought Pink the last time, and they figure he must be on it, so they set up all night thinking he will come and call, but he don't come. In the morning Francis says to Gerry, you better go upstairs and take a nap. "No," says the Madam. "I'm a Pinkerton. I never sleep."

But Frances makes her go up and during her absents, sure enough in comes Sharpless and Pink and the new Mrs. Pink. It seems like Pink was on the ship after all and he has seen Sharpless and Sharpless told him about Larva and he has come to claim him. So they ask Frances to ask Madam Butterfly to give Larva up and she says she will and Pinkerton remembers that he has left some of his disguises in a unlocked suit case down at the Tokio House, so he blows and then Madam comes downtairs and Mr. Sharpless introduces the new Mrs. Pink and tells Madam that Pink is in town and wants his kid, so Madam says he can have him if he will come alone and get him himself.

But just before he comes, Madam says to herself "So he has got a harem has he" so she commits harem scarum with a Japanese pie knife and when Pink gets there all he has got left is 1 wife and Larva.

Well when the show was over the ladys with me was weeping though I was the bird that had spent the $23.10. So I says "What do you go to a show for, to sniffle?" So 1 of them said "What do you go for?" So I said I go to learn something. So they ast me what had I learnt and I says I had learnt that the way for a Jap that didn't understand English and an American that didn't understand Jap to carry on a conversation was for both of them to sing to each other in Italiano.

RING W. LARDNER.

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University Of Utah Will Penalise Slang

Salt Lake City, February 5.—Freshmen students at the University of Utah here will lose credits for slang phrases used in English classes, under the terms of a recent ruling of the college faculty which took this step as a means to eliminate slang from the student's daily conversation. The faculty members say professors too will be penalised if they use slang.

'GOOD' HUSBAND WINS SUIT

Wife's Action Against 'Virtuous Tyrant' Who Scrubbed Floor

Mount Vernon, N. Y., Feb. 8.—Supreme Court Justice Morshauser, at White Plains, has dismissed Mrs. Angelique Reese's suit for a separation from her husband, Richmond Jaffray Reese, a lawyer, of 64 Wall Street, Manhattan. Mrs. Reese charged her husband with being cruel and with humiliating her by forcing her, she said, to associate with uncouth persons. In a letter Mrs. Reese wrote to her husband she called him a virtuous tyrant, and that he was "so good he was impossible."

Mrs. Reese is 25 years old, and her husband is 42. The defendant denied all the charges, and insisted that she wanted to become a movie star. He said she frequently addressed him in public in such endearing terms as "Wooly Lamp" and "Piggy Pie." Justice Morschauser, in his decision, says:

"The most serious charges failed in proof. The defendant was very considerate of his wife. The plaintiff is of a very quick temper, and was very exacting of the defendant. He tolerated much of her conduct. He washed the dishes, got his own breakfast, and even scrubbed the floors at times. There seems to be a prevalent notion that when husband and wife have occasional unhappy differences they can be separated by law. This idea is a mistaken one. It is the policy of the law to keep husband and wife together to carry out their marital relations, and not to encourage separation; that the parties are not mated is no reason why they should be separated. Separations are not to be tolerated for slight causes or occasional unhappy differences, or when mutual love and affection, harmony and peace have been temporarily suspended. Occasional discord and strife or mutual aversion between husband and wife is not a sufficient ground for separation."

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From the 1st to 6th April, inclusive, in addition to the ordinary 1st, 2nd and 3rd class tickets, first and second class special holiday tickets will be on sale at a fare and a half for the double journey between each of the following stations:—Shanghai North, Soochow, Wusih, Changchow, Tanyang, Chinkiang and Nanking (on the S. N. R.) and Shanghai North, Shanghai South, Jessfield, Siccawei, Sungkiang, Fungching Kashai, Kashing, Yehzah, Changan, Konzenchiao, and Hangchow (on the S. H. N. R.): also third class special return tickets between the S. H. N. R. stations named above.

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Girl's $29,000 Social Whirl Finally Winds Up In Jail

Feminine Prototype Of J. Rufus Wallingford Tells How She Wanted Life Of Luxury And Finally Managed To Get It

Chicago, Feb. 14.—The social rise and fall of Monda Rose, characterised by the police as "The Girl Wallingford," is a story that surpasses almost the escapades of her fictional male prototype. In a brief fling at the coveted mark of social distinction, $29,000—that is the amount Monda Rose's employers charge she pilfered from their tills—can do much when it is accompanied by a grandiose splurge.

The facts concerning Monda Rose's arrest in Winnipeg early this month at the request of Biehl and Sifferman, the leather dealers for whom she worked, is a matter of general public knowledge. How she set the exclusive set of Edgewater by the ears when it learned of the breaking of their newly-erected idol and her incarceration in a cell; how she was returned to Chicago to be revealed to them not as Monda Rose, society bud of charm, but Rose Schweiberg, charged with theft—these things were and are carried in the public prints.

AIR OF CONFIDENCE

It is the psychology behind the mask of social ease and affluence which all agree she wore with bland confidence that is coming to light, piece by piece, that forms an amazing narration, linking ambitions with crime and crime with disgrace.

Yes, $29,000 spent with a "splurge" can do much in establishing one's place in society, however transient that niche is to be occupied. Gowns, jewels—she is said to have had $7,000 in gems in her possession when apprehended—fine horses, teas, costume balls and an apartment in the exclusive section that delighted the eye and dazzled the imagination—all these had Monda Rose. Let us look at the other side of the mirror of life.

Here in back of the tinsel and the make-believe we find not Monda Rose, all but worshipped by the "younger set," but Miss Rose Schweiberg, toiling faithfully as a bookkeeper at a salary of $25 a week. To those who know her as Monda Rose this would indeed seem a jest, steeped in bitter irony. Why, she often spent four times her weekly salary for a bouquet of orchids.

DUAL PERSONALITY

A "social butterfly," she has been called. Psychologists hint at a case of dual personality, a Jekyll-Hyde system of mentality in a female manifestation. Whatever she is or was, she is to all an interesting person—an enigma. In the offices she was neat, but her long hours of work over figures stained her pretty hands with ink. But at night when soft music stole through her elaborate drawing room, no hint of the stains of toil appeared on her delicate fingers. For Monda Rose had a maid who kept her nails in "condition," receiving a salary in excess of that earned by Miss Rose Schweiberg. That $29,000 worked and worked well for Monda Rose. It meant motor cars, environment, life.

Edgewater saw her only at social functions. It is not strange that never in her appearances at the opera the charity ball or the horse show that she was not seen and recognised as Rose Schweiberg. A girl at $25 a week in an obscure position does not have the sort of friends as a rule who are apt to sip tea in the parlor of an Edgewater mansion.

When she shut down her desk at evening—and it is said she never missed a day of work in the months she toiled over figures as Rose Schweiberg—she emerged from her own self. At her apartment, where she entered by a side door, the metamorphosis was begun. At the dinner hour, seated before delicious viands in her own home, or as a guest at a fashionable function, she was Monda Rose, gorgeous, exquisitely gowned and competent to engage in repartee or comment regarding the "best families."

BECAME FRIGHTENED

Soon the sham became too real. Monda Rose was frightened. While $29,000 had "done wonders" she was now "in so deep" that she must either risk a "haul" that was so substantial as to be certain to come at once to the attention of her employers or disappear. She chose to grasp the latter horn of her dilemma, and one morning, February 3, to be precise, Edgewater's younger set read in the papers over their "breakfast in bed tea" that their idol had feet of clay. She had been absent from her usual social haunts for several days, but nothing peculiar had been inferred from that fact.

Even "social butterflies" must pause occasionally to rest their wings. But at the office it was different. An investigation was launched and the firm found that thousands of dollars were missing. Just how much was not known definitely at that time. Certain officers estimated the shortage to be close to $50,000.

Search proved futile for several days. Then her employers received the following message:

"Am going to Eastern Canada to be married."

FROM WINNIPEG

The despatch had come from Winnipeg. Nothing further was heard until the telegram from Winnipeg concerning her whereabouts was received on February ... One was said to have been garbed as the dainty "Monda Rose," immaculate and charming, the girl who had captivated the North Shore social colony. In a Winnipeg bank she had a savings account of $1,700. Her jewels were worth $7,000. She admitted her identity. She said she had been eight years in the employ of the leather firm which charged the embezzlement.

She said she had become bored with her humble existence and with the toil it took to earn bread. She lived with her mother, a white-haired, trusting woman, in a cottage. Life seemed hard. She longed for luxury and the life of ease and social distinction. She read the society columns assiduously, she said, and started thinking—thinking. Then the ghost of a chance came, and she took it. For a while the way seemed clear. But listen to "Monda Rose's" own story. She said when arrested in Winnipeg, and has reiterated it since:

"I have lived my life and am not sorry. It was so slow to be the dutiful, obedient cashier and bookkeeper; but it was just the opposite to be liked by the best people and told their secrets, and I loved the two extremes. I loved to blend the two lives in one experience. It was like a wild romance.

"By day, life was a dull round of figures, shorthand notes and tyrannical bossing. It was after 6:30 o'clock in the evening that I began to live. I expect I was a social climber, as they say, at first; but I had studied during those long years to be perfect in all games of etiquette—and I won out. Motoring, horseback riding and feasting was in my scheme of things. I had a wonderfully strong constitution and my combination of day work and night life sapped my strength, but never tired me to the point of fatigue.

"I learned to speak correctly and write in a terse, correct style of English. My gowns were chosen with delicacy and care. I always paid my modist's bills and was a model customer. Moonlight boating parties with the elite and fancy balls were not uncommon in my life. I lived—I lived!

"The taste of champagne was a droll anti-thesis to the humble tea that I drank for luncheon. Capon and quail, game and fish, viands fit for royalty were mine at night. At noon it was often rolls and coffee or tea. Funny, isn't it? I hardly understand it myself sometimes.

FOND OF LIFE

"Edgewater did not know I worked. I did not want them to know, of course. I wanted to keep it to myself, and did so. Society accepted me, and I found they were indeed human beings. Candidly I grew so fond of the social whirl that I almost decided to cease being the working Rose and become Rosa Monda altogether.

"All went well until I decided to go to Canada. I had hard luck the whole trip. The first sign was when the immigration officials and customs officers stopped me at the line and pinched the only bottle of bourbon I had left. It was twenty-three-year-old stuff, too.

"Boys, I'd give a lot for a snort right now."

The latter statement came as a strange interruption in the even flow of precise English which the girl had been using in her narration. It showed the other side—the Rose of the daily toil, thrown among users of slang—of her character. She went on:

"When I arrived in Winnipeg I selected a suite at the Fort Garry Hotel and paid for it in cash, I remained there but a few hours. With nearly $2,000 in my purse I started on a shopping tour and purchased a new seal coat. Some feeling akin to intuition told me that it was the beginning of the end.

"I felt shadowed as though something were closing in on me, something that would lay rude hands on the social butterfly and crush its pretty wings. It was a weird sensation. But I determined to carry it out to the last fling. I was laying my last cards on the table and was waiting to see what luck. I would have with my final wager.

"Later that same day I took a room in a fairly exclusive residential section and paid a month's rent in advance. At any rate, I would have a home until found by the police. I was in front of the general delivery department of the Post Office when a hand was laid on my shoulder. I didn't need to turn, I knew the jig was up. It was a detective.

"My horse, I thought of him, a fine blooded animal, that I had left at a riding school in Chicago. My canary and my dogs. But just then my thoughts were mostly on Rose, the girl with two lives. And it has been on Rose much of the time since. I do not know what they are going to do with me and neither do I care much."

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If You Want To Dodge Rheumatism—Eat These Meals

BY VIRGINIA CARTER LEE

All physicians and nurses concede that for those with rheumatic tendencies the diet should be farinaceous in character, that all red meats must be avoided (also turkey, goose, pork, duck and veal), and that sugar should be conspicuous by its absence.

In the menus arranged below these points have been borne in mind, and although small quantities of sugar are used in some of the desserts, the amount is so small for serving four persons that each individual receives but a minimum portion only enough to render the dish palatable.

In the list of vegetables the caterer has a free hand, barring tomatoes and a limited use of potatoes, although some authorities object to asparagus and mushrooms also. Vegetable soups and salads may frequently form the main course of the home luncheon or supper, and, if possible, when making the former use plenty of the vegetable puree and thin to the desired consistency with rich milk or thin cream. This is to be preferred to the usual method of adding a cream sauce, which means thickening with the debarred starch.

Use the farinaceous foods whenever possible and find out how really good a thoroughly cooked cereal tastes with a fruit whip made from cooked fruit (without sugar) and the stiffly whipped white of one egg.

In making the oatmeal soup peel one medium sized onion, chop fine and cook in three tablespoonsful of butter for six or seven minutes. Then add half a cupful of oatmeal, one quart of boiling water and a teaspoonful of salt. Cook directly over heat for ten minutes, stirring frequently. Turn all into the upper part of the double boiler and cook for two hours. Rub through a colander, add a pint of milk and a third of a cupful each of cooked carrots, peas and celery. Season to taste with salt, celery salt and paprika and serve very hot.

Milk is one of the most valuable aids in planning a diet for a rheumatic, and it should be used largely in cooking as well as for a beverage. Buttermilk and malted milk are also allowable and will help in quenching the thirst (generally accompanying a rheumatic condition), as well as affording nutriment. Lemon drinks are also excellent.

It must also be remembered that when one is living on a more or less restricted diet larger portions of the various dishes will be required to round out the meal and furnish the full food values than if no restraint is placed upon the appetite, as full nutrition is important.

Only oysters and clams may be chosen from the varieties of shellfish and white fleshed fish simply cooked. This does not apply to Spanish mackerel, which is so rich and oily in composition that it closely resembles salmon.

Avoid tomatoes, all red meats (in addition to those already mentioned), sugar, salted, dried or potted meat, white bread, nuts, cheese, coffee, made dishes, pastry and cake.

An ounce of prevention is worth many pounds of cure and a ration that recognises these facts may forestall even the first twinges of rheumatism. These menus are only intended to be general and suggestive. Really pathological conditions call for a doctor's advice and supervision, for there are many kinds of rheumatism and diet is always more or less an individual problem.

STRAINED OATMEAL JELLY

To serve four persons allow half a cupful of coarse bulk oatmeal, three cupsful of boiling water and one cupful of rich milk. Add to the boiling water one teaspoonful of salt and the oatmeal and cook, stirring rapidly, over direct heat for five minutes. Then place over hot water in the upper part of the double boiler and cook for four hours. Add the cupful of milk when you remove the mixture from the fire and strain through a fine sieve. Mold as for any jelly. If the cereal is preferred hot reheat, when it will be of the consistency of a very thick puree. This is the most digestible form of oatmeal.

GRAHAM PUFFS

Sift together one cupful each of white and graham flour, half a teaspoonful of salt and four teaspoonful of baking powder. Return the bran to the flour, which has been removed by sifting, looking it carefully over to remove any foreign substance. Rub into the flour mixture with the finger tips two tablespoonsful of shortening and mix to a drop batter with a scant cupful of sweet milk. Beat until light, adding two tablespoonsful of molasses, and drop from a dessert spoon onto a greased baking sheet. Bake twelve minutes in a hot oven.

CUSTARD JUNKET

Beat two eggs lightly with two teaspoonsful of sugar and gradually blend with a cupful of hot milk and an eighth of a teaspoonful of salt. Cook in the upper part of the double boiler until well thickened, remove from the fire immediately and cool. Mix two additional teaspoonsful of sugar with a cupful and a half of lukewarm milk, add to the cooled custard and mix thoroughly. Meanwhile dissolve one junket tablet in four teaspoonsful of cold water and add to the custard mixture with one teaspoonful of vanilla extract. Stir quickly and turn into individual glass cups. Let stand in a warm room until it jells, then chill on the ice. This custard junket is also delicious poured over stewed dried fruit, cooked without sugar.

GRAHAM BREAD APPLE TART WITH CREAM

Pare, core and cut in eighths four apples and stew in just enough water to prevent scorching until tender, but not broken. Add an inch of stick cinnamon, and when the fruit is tender add just enough sugar to render it palatable. Turn into a deep plate, and when cold cover the top with crushed dried graham bread crumbs. Dot with bits of butter and set in a hot oven for fifteen minutes. Serve with cream.

SOUTHERN EGG BREAD

Measure and cook one cupful of fine hominy as for a cereal. When cooked remove from the fire, let stand for ten minutes, then add two well beaten eggs, one tablespoonful of butter, one cupful of milk, half a teaspoonful of salt and two tablespoonsful of cornmeal. Beat well, pour into a buttered earthenware dish and bake in a hot oven with a strong underheat.

COCOA-MALTED MILK ICE CREAM

Mix a quarter of a pound of malted milk powder with a pint of water, one tablespoonful of sugar and a pint of boiling water, stirring until smooth. Add one cupful of thin cream, one ounce of powdered cocoa and stir over boiling water until the cocoa is thoroughly blended in. Flavor with half a tablespoonful of vanilla extract and freeze slowly when the mixture is cold. When half frozen add the stiffly whipped white of one egg and continue to freeze until firm.

Monday

BREAKFAST
Baked Apples
Strained Oatmeal Jelly
Graham Bread Toast, Cereal, Coffee

LUNCHEON
Ham Sandwiches Buttermilk
Steward Apricots Rice Wafers

DINNER
Chicken Bouillon
Escalloped Oysters Green Peas
Whole Wheat Rolls
Molded Rice with Prunes

Tuesday

BREAKFAST
Wheaten Grits with Raisins
Broiled Bacon Milk Toast
Coffee

LUNCHEON
Cream of Spinach Soup
Toast Squares
Fruit Salad Graham Puffs

DINNER
Broiled Halibut (lemon slices)
Fried Cornmeal Mush Spinach
Custard Junket

Wednesday

BREAKFAST
Graham Mush with Apple Whip
Boiled Eggs Toast
Hot Milk

LUNCHEON
Raw Oysters Crackers Celery
Tea with Lemon
Boston Brown Bread Sandwiches

DINNER
Cream of Celery Soup
Broiled Tripe Buttered Carrots
Romaine Salad
Sliced Oranges with Grape Juice

Thursday

BREAKFAST
Spiced Apples with Lemon
Steamed Rice Coffee
Cream Brown Bread Toast

LUNCHEON
Vegetable Salad
Graham Drop Biscuits Lemonade
Prune Whip

DINNER
Pea Soup
Baked Omelet Souffle
Whole Wheat Bread
Brussels Sprouts
Steamed Date Pudding

Friday

BREAKFAST
Oranges
Broiled Bacon Southern Egg Bread Hot Malted Milk

LUNCHEON
Oatmeal Soup
Prunes in Grape Juice Jelly

DINNER
Fruit Puree
Broiled Mackerel
Maitre d'Hotel Butter
Graham Bread Spinach
Apple Tart with Cream

Saturday

BREAKFAST
Boiled Rice with Dates
Whole Wheat Popovers Cereal Coffee

LUNCHEON
Scrambled Eggs with Parsley
Apple and Celery Salad
Brown Bread
Tea with Lemon

DINNER
Broiled Slice of Fat Ham
Baked Potato Graham Bread
String Beans Jellied Apricots

Sunday

BREAKFAST
Raw Apples
Cornmeal Mush Buttered Toast
Hot Milk

LUNCHEON OR SUPPER
Poached Eggs on Spinach
Toast Tea with Lemon
Peach Junket Graham Wafers

DINNER
Panned Fowl Baked Onions
Whole Wheat Rolls Pimento
Rice Celery
Cocoa Malted Milk Ice Cream

REFERENDUM ASSAILED BY OHIO 'DRY' FORCES

Measure In Contravention Of Republican Form Of Government, Attorneys Declare

Cincinnati, February 7.—That both the initiative and the referendum are in contravention of a republican form of government is the contention of attorneys for the "dry" forces who today forwarded briefs to the United States Supreme Court in the suits to contest the validity of the referendum on the ratification by the Ohio Legislature of the "dry" and suffrage amendments to the Federal Constitution.

They point out that the lands constituting the Northwest Territory were ceded and accepted under a covenant providing that the states to be formed there shall be distinct "republican states."

They contend that by a republican form of government the people cannot overrule their representatives in the Legislature, to whom they have delegated the supreme power of the state.

The proper proceeding might have been, they say, to have enjoined the governors in all states having referendum provisions from certifying the ratification by their respective legislatures to the Federal Secretary of State.

How to Tell if you have Kidney Trouble

Does it make you think—when you wake up with a headache and a nasty taste in your mouth?

When you start the day as tired as when you finish?

When you get those stabbing pains in the back?

When your arms and legs ache?

When you feel irritable and depressed?

All these mean kidney troubles, and kidney troubles demand a kidney remedy; not one which affects the bowels, but one that goes straight to the kidneys and bladder.

For all these painful symptoms—and for the most stubborn cases of rheumatism, gout, sciatica, lumbago, gravel, bladder inflammation, and Bright's Disease—there is one sure and safe remedy—De Witt's Kidney and Bladder Pills. Read what others say about them. Mr. Albert Carpenter, of 17, Lambeth-walk, Westminster, S.W., says:—

"My kidneys and bladder were weak from childhood, and time after time I was ill, and often in hospital with rheumatism. In March, 1912, I was in a very critical condition with rheumatic fever, when a small box of De Witt's Kidney and Bladder Pills was given to my mother. I started taking them, and in two days I could move about again. I continued the treatment, and after six weeks I returned to work, and have continued ever since. I can lift and handle half a hundredweight of metal with ease, and without any traces of my old pains." This letter was written in 1912. Seven years later Mr. Carpenter wrote confirming his previous testimonial. He says: "I have recommended De Witt's Kidney and Bladder Pills to many people—some of them very bad cases—and I have never known them fail."

If the kidneys are weak or diseased, the waste substances of the body which they should filter from the blood are retained in the system, causing auto-intoxication, or self-poisoning. These poisons, in the form of tiny jagged crystals of uric acid, accumulate in all parts of the body, causing those agonising, tearing, stabbing pains in the back and limbs.

You can only free the body of this poison by promoting the healthy vigorous action of the kidneys and bladder.

This must be done by means of a remedy which will purge them as other remedies purge the bowels, so that they will be able to continue properly their work of passing off the uric acid from the system.

Mr. A. CARPENTER. (from Photo.)

De Witt's Kidney and Bladder Pills cure all complaints of the kidneys and bladder by removing the cause—the poisonous uric acid—right out of the blood through the bladder. When you see a blue tinge in the urine you know that the healing properties are doing their work, and you may expect immediate relief from pain.

Remember, if you neglect symptoms of kidney trouble you are running a serious risk. Do you know that Bright's Disease causes thousands of deaths every year?

De Witt's Kidney and Bladder Pills go straight to the kidneys and bladder, instead of merely regulating the bowels as most so-called "Kidney pills" do. This is the secret of their marvellous efficacy.

In a recent test out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three, two got so much benefit as to be almost sure of a cure, and in the remaining case the disease had gone too far.

Perfectly safe, they are an ideal remedy for old and young alike. "A wonderful little pill—worth its weight in gold!" writes a grateful patient.

If your kidneys are healthy, you make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, weakening, backache pains, those rheumatic twinges in the limbs, those burning bladder pains, and discomfort, and the irritability and depression that is always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, gout, lumbago, and bladder inflammation, that make life an incessant torture, or the terrible Bright's Disease that causes so many deaths every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease, and promote normal good health and outlook.

De Witt's Kidney and Bladder Pills are a remedy which has stood the test through the kidneys and bladder, exercising a pain-killing, healing, and antiseptic effect.

KIDNEY & BLADDER
De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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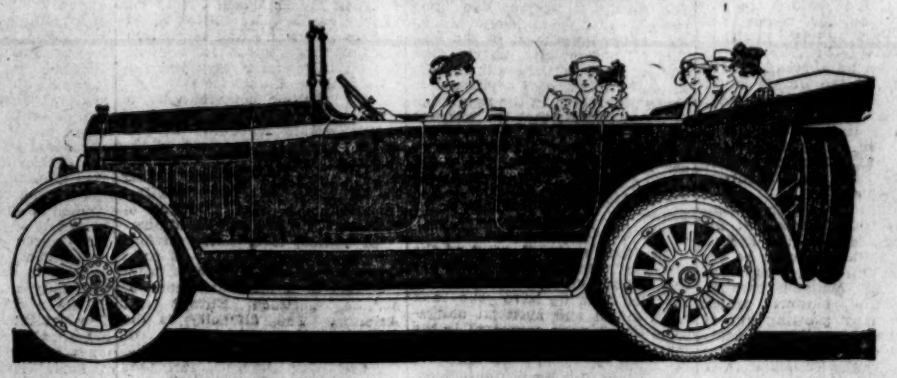

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BIRTH

NEWBERY: On Saturday, March 27th, 1920, at Dr. Fearn's Sanitorium, Shanghai, to Mr. and Mrs. T. R. Newbery, a daughter, Alice Emily. 28662.

Today's Church Services

Holy Trinity Cathedral.—Sixth Sunday in Lent (Palm Sunday). 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10:30 a.m., Mattins and Holy Communion; Ps. 61 and 62; Lessons, Exodus vi, 2-13, S. Matt. xxvi; Hymns 99, 106, 107: 3 p.m., Children's Service. 6 p.m., Evensong and Sermon; Ps. 86 and 130; Lessons Isaiah lix, 12-end, S. John xii, 1-19; Hymns 332, 108, 98; Preacher, The Sub-Dean.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins and Sermon; Preacher, The Dean. 6 p.m., Evensong and Sermon; Preacher, Rev. W. Robbins, M.A.

Union Church.—11 a.m., Preacher, Rev. M. T. Stauffer; Chant 107; Anthem "O Savior of the world" (Goss); Hymns 668, 20, 10. 6 p.m., Preacher, Very Rev. A. J. Walker, M.A., Dean of Holy Trinity Cathedral; Chant 94; Anthem "For our offences" (Mendelssohn); Hymns 688, 222, 4.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, Rev. M. H. Throop, M.A.

St. Joseph's Church.—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High mass; No sermon. At 4 p.m. Benediction of the Blessed Sacrament. Masses on week-days 6, 7:30 a.m. Maundy Thursday.—Communion Mass at 8 a.m. followed by procession of the Blessed Sacrament to the altar of Repose.—"Stabat Mater" at 6 p.m. Good Friday.—Service at 8 a.m. Holy Saturday.—Office at 7 a.m. High Mass at 8 a.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Mr. Gilbert McIntosh. Evening 6 p.m. by Rev. A. P. Parker, D.D.

Christian Science Society of Shanghai.—Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Reality." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday, 10:30 to 12:30 at No. 21 Nanking Road.

British And French Leaders On American Reservations

THE following two statements giving enlightened British and French views with regard to the American reservations were recently, at the request of Senator Lodge, read into the Congressional Record. One is the letter which Lord Grey wrote to The London Times after his return from America. The other is a statement by M. James Bainville, a well-known French authority on foreign policy. They are of special interest now in view of the action of the United States Senate last week in failing to ratify the League Covenant and Treaty of Peace, which means that the whole matter probably will become the main issue of the approaching presidential campaign.

By LORD GREY

NOTHING, it seems to me, is more desirable in international politics than a good understanding between the democracy of the United States on one hand and democratic Great Britain and her self-governing dominions, and I hope we may add Ireland, on the other. Nothing would be more disastrous than misunderstanding and estrangement.

There are some aspects of the position in the United States with regard to the League of Nations which are not wholly understood in Berlin. I am in hope that as a result of my recent stay in Washington I may be able to make the position better understood. I venture to offer the following observations. They represent only my own personal opinion; nothing more. They are given simply as those of a private individual.

In Great Britain and the allied countries there is naturally impatience and disappointment at the delay of the United States in ratifying the peace treaty and the covenant of the League of Nations. It is perhaps not generally recognised here that there is also great impatience and disappointment in the United States. Nowhere is the impasse caused by the deadlock between the President and the Senate more keenly regretted than in the United States, where there is a strong, even urgent, desire on the part of public opinion to see that a way out of that impasse be found which will be both honorable to America and helpful to the world.

It will be well to understand the real difficulties with which the people of the United States have been confronted. In the clear light of right understanding, what seemed to be disagreeable features of the situation will assume a more favorable and intelligible aspect. Let us first get rid of one misunderstanding. No charge of bad faith or of repudiating signatures can be brought against the action of the United States.

The Senate, by the American Constitution, is an independent body, an independent element in the treaty making power. Its refusal to ratify the treaty can not expose either itself or the country to a charge of bad faith or of repudiation; nor is it fair to represent the United States as holding up the treaty solely from motives of party politics, thereby sacrificing the interests of other nations for this petty consideration.

It is true that there are party politics and personal animosities in the United States. An American who saw much of England between 1880 and 1890 said that the present condition of politics in the United States reminded him of what he had observed in London when Gladstone had first advocated home rule for Ireland. Party politics and the personal animosities arising out of them operate in every democratic country. They are factors varying from time to time in degree, but always more or less active, and they operate upon every public question which is at all controversial. They are, however, not the sole or even the prime cause of the difficulty in the United States about the League of Nations.

Nor is it true to say that the United States is moved solely by self-interest to a disregard of higher ideals. In the United States, as in other countries, there are cross currents and backwaters in national life and motives. It would be well, therefore, for reasons both of truth and expediency, to concentrate on the real underlying causes of the Senate's reservations in ratifying the covenant of the League of Nations.

There is in the United States a conservative feeling for traditional policy, and one of those traditions, consecrated by the advice of Washington, is to abstain from foreign, and particularly from European, entanglements. Even for nations which have been used to European alliances, the League of Nations is felt to be something of a new departure. This is still more true for the United States, which has hitherto held aloof from all outside alliances. The League of Nations is not merely a plunge into the unknown, but a plunge into something which its historical advice and traditions have hitherto positively disapproved. Hence this desire for some qualification and reservation.

The American Constitution not only makes possible, but under certain conditions renders inevitable a conflict between the Executive and the Legislature. It would be possible, if the covenant of the League of Nations stands, for a President in some future years to commit the United States, through its American representative on the council of the League of Nations, to a policy which the Legislature at that time might disapprove.

That contingency is one which can not arise in Great Britain, where the Government is daily responsible to the representative authority of the House of Commons, and where, in case of conflict between the House of Commons and the Government, the latter must either immediately give way or public opinion must decide between them and assert itself by an immediate general election. But in the United States it is otherwise. The contingency is within the region of practical politics. They have reason and, if they so desire, the right to provide against it.

What, then, may be fairly expected from the United States in

(Continued on Page 14)

Shall We Give Europe A Receipted Bill For Ten Billions?

BY FRANK H. SIMONDS

IN all the discussions of the rehabilitation of Europe which are coming from the other side of the ocean now there is an unmistakable concentration of attention upon the financial aspect and an equally patent suggestion that the easiest, perhaps the only, solution of the European difficulty, so far as it has a solution outside of time and work, will be found in the forgiveness by the United States of the $10,000,000,000 loaned by us to our European associates in the war and remaining a debt, to be paid in the future. Already, moreover, we have agreed to postpone the payment of the interest on this debt for a period of time and under certain conditions.

From the moment of the meeting of the peace conference onward Paris was filled with suggestions all having the same general character. Thus M. Ribot, several times president of the French Council and as such Prime Minister and one of the most eminent of French finance ministers, early in the conference proposed that there should be a general pooling of all the debts of the Allied and associated powers and then that the total should be reapportioned on the basis of the existing wealth of the several countries and the comparative sacrifice in men and in money made by these nations in the war.

WOULD RELIEVE FRANCE

The result of such a reapportionment obviously would have been to reduce the French debt very greatly, since France had made the largest sacrifice during the war, and was, both by reason of her size and her wounds incident to German invasion, much weaker than Great Britain or the United States. The larger part of the French indebtedness would in this fashion have been shifted to the shoulders of the United States. This was one of several French proposals which found little support in American quarters and was accordingly dropped, despite French disappointment.

But there is a British proposal which amounts to the same thing and is now being put forward by many Englishmen and newspapers, notably by Maynard Keynes, one of the British financial representatives at Paris, who left the conference because of his disapproval of the economic terms, and who has embodied his views in a book which has excited much comment on both sides of the Atlantic.

Mr. Keynes's thesis, that of M. Ribot in a slightly new form, and the general European thesis, is that the United States should consent to cancel the $10,000,000,000 which it loaned to the nations associated with it in the recent struggle. This is the British proposal, which is put forward in many other forms, and Mr. Keynes's statement is only interesting as it provides a concise statement of the general notion.

In this book Mr. Keynes points out that Europe owes the United States $10,000,0000,000, that this sum represents our loans to our associates, but that Great Britain has also loaned $8,700,000,000 and France a little short of $2,000,000,000. Great Britain owes us outright $4,200,000,000. The effect of our canceling our loans would be to enable Britain to cancel hers. To be sure, what she owes us is only half of what Europe owes her, but Mr. Keynes correctly points out that since the larger share of the British loans is to Russia, Italy and the smaller states, whose finances are difficult, no wise financier would estimate the present or even the future value of the British loans at more than 50 percent.

Accordingly, Britain would by our forgiveness and hers acquiesce in a mere bookkeeping transaction. She would actually stand where she did before the two operations, neither richer nor poorer. France, by contrast, would gain $3,500,000,000 in round figures as a result of the cancellation by the United States and by Britain of the loans made to her and by her of Italian indebtedness. Italy would gain $4,000,000,000, Belgium rather less than $1,000,000,000; the figures for the other countries would be trifling.

Two things would be accomplished by this transaction: the financial problems of the French and the Italians would be enormously lightened, and the possibility of quarrels between the European nations which fought Germany growing out of the hopeless intermixture of debts would be abolished. Otherwise resentment by the French at their obligations to Britain, of Italy over her debt to France and Britain, of all Europe over their debts to the United States seems to Mr. Keynes inevitable.

Now, what is the European idea of the reasons why the United States should thus consent to tax itself for $10,000,000,000 of principal and a very large number of other billions representing the cost of the interest on this vast capital? It is essential that this phase of the question should be understood in the United States if there is to be any real grasp of the European point of view.

The reasons are twofold: First of all, the World War to the European mind was always our war. In it France and Great Britain, in particular, made sacrifices out of all proportion to those made by the United States, whether the measure be in money, in lives or in anything else. If the United States had an equal interest, an equal responsibility in the defeat of Germany, then there is logically no reason why the United States should not pay its proportionate share. Not to do this would amount to letting Europe bear our burdens and discharge our responsibilities.

And now, when Europe has borne the greater share of the burden and finds itself at once victorious and approximately bankrupt, it sees the United States by contrast both prosperous and in a position to demand the payment of interest and principal on a vast debt, which represents the expenditure of our European associates in fighting that war, which was American quite as much as European. No equalisation of the blood cost of victory is possible, but it cost France 1,400,000 lives to hold the German, the British Empire 900,000 lives to perform its mission, while the United States expended considerably less than 100,000. But if no equalisation of the blood cost is possible, at least, so Europe argues, there was all the more reason for an equalisation of the money tax.

WE GAVE EUROPE CAUSE.

Now, alongside of this reasoning stands another set of circumstances which should go a long way toward explaining the European point of view. If many British and French public men and private citizens alike believe that the United States should undertake this burden, if Europe thinks that the United States has a moral obligation, it is able to find not a little support for this view in the statements made by Americans in Europe last year. We talked in Europe in a manner which permitted Europe to believe we were capable of making such a contribution. It is not merely that Europe would now put upon us a very great burden because we are comparatively more fortunate, but that Europe would now invoke the deeds our words seemed to promise.

I am very anxious to make this point clear to my readers, because, if it is not appreciated, the present and all similar European propositions must appear to Americans as sheer and preposterous presumption, as efforts to take advantage of American generosity, as merely designing and selfish ideas. If Europe has been led to make such propositions as those of Mr. Keynes and M. Ribot, the reason is to be found in the way Americans representing the United States in official capacity talked in Europe during the peace conference.

Europe assumed from this talk that America was prepared to become a full partner in the new world organisation, in the league of nations firm, and that it was ready to put its capital and its credit into the business, without stint. Now, if this were the case, then there would be a colorable warrant at the present time for asking us for a contribution which would not be out of proportion to the contributions already made by Great Britain and France during the war, which was, in a real sense, the first step in setting up the league of nations itself.

TWO POINTS OF VIEW

Of course, if the United States only entered the war as a limited action, as a temporary partner willing to do its part without stint from the moment it did enter until the enemy was defeated, the whole situation takes on a different aspect. On such a basis we did perform our part, rather more than less; this will hardly be challenged in Europe. And on such a basis we were and are justified in retiring, once the purely limited purpose for which we entered, namely, the defeat of Germany, become a menace to us by her submarine course, had been accomplished. Our partnership was not in the concern seeking to organise the world, but in an association striving to abolish the German peril.

The more I compare the European view of American relation to the war with the view I find held generally in this country, the more I am led to believe that the real misunderstanding grows out of the fact that the mass of the American people understood that they had gone into the war to defeat Germany and the mass of the European people, like their leaders, have been persuaded by American public men, by the President, before all others, that our entrance into the war was the ultimate evidence of a purpose to share henceforth in the regulation of world affairs; that the war was not a protective investment, a necessary expenditure to preserve our own safety, but an actual and deliberate mission "to make the world safe for democracy," if one please.

ROOT OF CRITICISM

At the root of most of the criticism which one now hears of the United States in Europe lies the idea that we have gone back upon moral and material obligations which were expressed in the language of Mr. Wilson at Paris, in the attitude we adopted throughout the Paris Conference. If France and Great Britain today believe that we have a duty, expressed in such terms as the proposal regarding the $10,000,000,000 loan, the explanation must be found not in European presumption, primarily, but in American profession.

You have an odd and far from happy situation. France and Great Britain believe that the war, in which they made such vast sacrifices, in which they received wounds from which recovery, if no longer doubtful, must still be long and painful, was in the fullest sense our war as much as theirs and that in it they did their own share and much of our share. And they can support this view alike with the figures of their own losses and with the words of American representatives in Paris. When they propose that we shall forgive them $10,000,000,000 of debts, the proposal is not, to their minds, based upon charity, it is not a request for further benefactions, it is rather a demand that we fulfill our share of obligations which we have acknowledged.

Now every one knows that the American view is quite the opposite. Here in Washington and largely throughout the country I find the general opinion to be that in the World War the United States saved France and Great Britain by military interposition and then and thereafter saved Europe by the enormous contributions of food and money. That there is any further positive obligation, that we owe Europe the $10,000,000,000 because of what Europe did for us, that we have been the beneficiaries of the sufferings and sacrifices of others, this notion does not to any extent prevail in the United States.

As it is, Europe sees the United States endeavoring to escape from moral obligations voluntarily acknowledged, when these obligations involve material burdens, while the United States sees Europe attempting to take advantage of what it regards as its previous generosity by saddling upon it enormous financial burdens not properly to be charged to our account. The whole thing comes down to the simple statement of the terms of our association with our European companions in the war and after the war.

Keynes, in his book, gives an admirable example of certain other European lines of reasoning. What, he inquires, will America get in return for the $10,000,000,000? Why, a remaking of the peace treaty in accordance with ideas which were advocated by the President at Paris. He would have France consent to an immediate and sweeping reduction of her claims against Germany, to a renunciation of her Sarre Valley contract, so far as the question of ultimate possession is concerned. Italy would give up financial claims against Austria. Great Britain would give up certain financial claims against Germany. There would be a general reduction of economic burdens which the Treaty of Versailles placed upon the German.

THE ENGLISH PLAN

The result would come vastly nearer to an approximation of the idea Mr. Wilson had of European peace than does the Treaty of Versailles. American ideas, as advocated by him, unsuccessfully, would be re-established. Now, this means merely that Mr. Keynes reasons that the United States would be perfectly willing to contribute $10,000,000,000 if as a result of the contribution the world peace were more firmly established, if what he holds to be a juster as well as a more tolerable settlement were thus to be achieved.

It is a simple and sufficient example of the so-called "liberal" European view. America is today holding back from the signing of the peace settlement, the Senate is refusing its sanction because of the character of the treaty, not as it affects the United States, but as it affects Europe. We are refusing to accept the treaty because it is inequitable, so far as it concerns Germany. But if Europe consents to modify the harsher clauses affecting Germany, then the United States will not hesitate to chip in $10,000,000,000 as its contribution to the general fund necessary to achieve this better settlement.

I recognise that this will seem fantastic to most Americans. I recall the comment of one of my New Hampshire neighbors, which seems to me admirably to sum up a very large fraction of American opinion.

NO MORAL OBLIGATION

He said:

"We feel round here that we have got those European nations out of their troubles and now it is up to them to keep out of trouble in the future."

Neither he nor any of his neighbors with whom I talked during the summer had the smallest sense of any moral obligation to Europe for Europe's sacrifices in all the struggles of the first three years of the war.

Exactly this sentiment prevails here in Washington. It is the conviction that the United States did its full share and more than its full share, given its own responsibilities, and that there is no moral or financial claim upon it for further contributions to Europe. Even so necessary and inconsiderable a course as permitting a postponement of the payment on European loans provoked sharp and general protest in Congress, a certain manifest impatience at the thought of further European contributions.

Of course, it is fairly obvious that there is no burden of right or wrong on either side of what amounts to a total difference of opinion between Europe and America. The difficulty is the difficulty of comprehension of one nation by another. The Germans, for example, feel that the United States, through President Wilson, totally betrayed them in the matter of the armistice, persuading them to lay down their arms on certain conditions, and then consenting to the enforcement against them, when they had been disarmed, of totally different conditions. And our associates feel, not so differently from our enemies, that we proclaimed our willingness to make any sacrifice, material or otherwise, to further the cause of certain ideas in the world, and now, when the moment for sacrifice comes, we are deliberately and consciously repudiating those obligations.

The fact of the matter seems to be that, so far as the mass of Americans were concerned, we entered the war only when the Germans forced us into it by their submarine campaign; that, having entered, we were prepared to consent to all sacrifices to attain the defeat of the German, but that, when he had been defeated and his defeat was so complete that even our associates in the war recognised it as such, our responsibilities were at an end.

Keynes's book is a straightforward exposition of the thesis that the present treaties of peace are bad and will end in the ruin of Europe if they are not modified, modified mainly by changing not only the terms affecting Germany, but also those affecting Austria, Poland, etc. But he sees, as the only possible means of achieving these modifications, American intervention, American contribution by cancellation of a debt of $10,000,000,000 contracted by our European associates in fighting Germany. He reasons that such a contribution by the United States would suffice to persuade France and Italy to give up impossible claims for much more modest realities.

A WORLD DICTATORSHIP

But this merely means that the United States shall undertake, using its financial power as a club, to drive all the European nations to accept a different set of peace terms. It means that we shall undertake anew that dictatorship of world affairs which Mr. Wilson essayed to exercise at Paris, but did not wholly succeed in preserving to the end.

The French, who have made greater sacrifices than the British and on the whole seem likely to receive far less in the way of material benefits, look at the thing rather differently, but the points of similarity are greater than those of divergence. They believe that we owe them a great debt by reason of their losses during three years of a war which was always ours, but in which we did not participate until 1918, that is, did not participate effectively. Thus they feel that we should both make payment of our share of the total financial costs and give them a guaranty for their future safety against a new German attack, which would again be an attack upon us as well as upon France.

The Italian feels that the least we can do is to mind our own business and let him have the fruits of the victory, which cost him infinitely more than it cost us in lives, in treasure, in ravaged cities and fields. If the British and French in some measure feel that we are deserting them, the Italian feels that we are changing sides and actually attacking him by bolstering up his recent enemies, the Croats and the Slovenians, along the Adriatic.

But all over Europe, in Germany, in France, in Austria, in Italy and even in Great Britain, there is a very clear misunderstanding of the situation, as the people of the United States see it. With a totally different evidence before them, peoples on either side of the ocean are arriving at utterly different conclusions. Europe is judging our present actions by the words of President Wilson and his associates spoken at Paris. When Europe, when the French and the British suggest that we resign our claims to $10,000,000,000 owed us, in the main by those two nations, neither regards it as a pure gift; rather, to the Frenchman it is the payment of a debt our own public spokesmen have acknowledged in their utterances; to the Englishman it is a payment, made necessary now, to bring about the establishment of that system of world peace and order for which we, through the same voices, pledged all our resources.

WANTS NEW LOANS

In the present article I am not endeavoring to suggest that the European view is correct, that it is just, that it should be accepted in the United States. But it does seem to me essential, if there is not to be dangerous resentment and unjust criticism, that there should be a recognition in the United States of the reasons which underlie the European view. If Europe is not warranted in its present opinion, there is no less unmistakable basis for that opinion discoverable in American utterances in Paris.

The British and the French demand for the American contribution of $10,000,000,000 is only a first and part payment; even Mr. Keynes suggests new loans, once the old are cancelled, a payment on account and for the establishment of that scheme of world ordering which Mr. Wilson advocated at Paris, declared to be the desire of his fellow countrymen and, so far as was possible, endeavored to persuade his countrymen to accept. It is our contribution to the capital stock of the League of Nations, a wholly reasonable assessment, provided only that the United States acknowledges the obligation, joins in the articles of incorporation. The weakness in the European argument lies in the belief that what American representatives did in Paris actually committed us to the partnership and that what is now going on is no less than an attempt to escape from just obligations, to repudiate our commitment. The fact that the United States was not bound by the word or the signature of the President until both had been ratified by the Senate is what has so far escaped European attention.

LORD GREY'S LETTER

To facilitate European understanding of American circumstance, nothing has contributed more than the recent letter of Lord Grey, printed in The London Times; it makes clear the legal aspects of the American situation perfectly. But even this document will not at once demolish the previous notion that America is repudiating an obligation which was actually binding; still less will it remove the belief that America recognises a moral obligation, which, at the moment, at least, seems to be exactly what America does not recognise.

Lord Grey is the first Englishman who has seriously attempted to explain to his fellow countrymen the facts in the American situation. Lloyd George has been at pains to befuddle British minds by his constant assertion that politics alone, partisan considerations, exclusively explained the American delay in accepting the treaty.

(Continued on Page 13)

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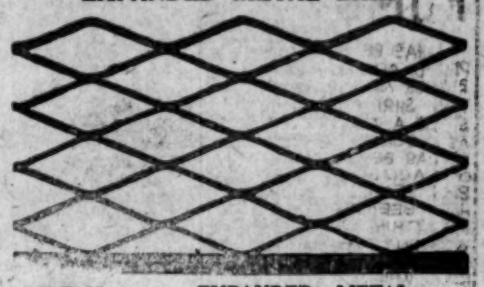

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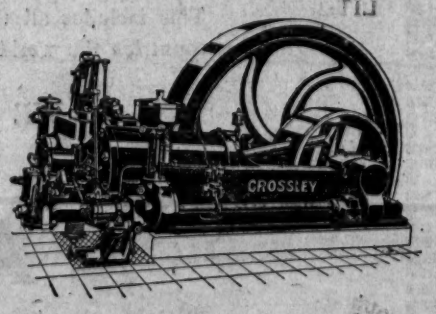

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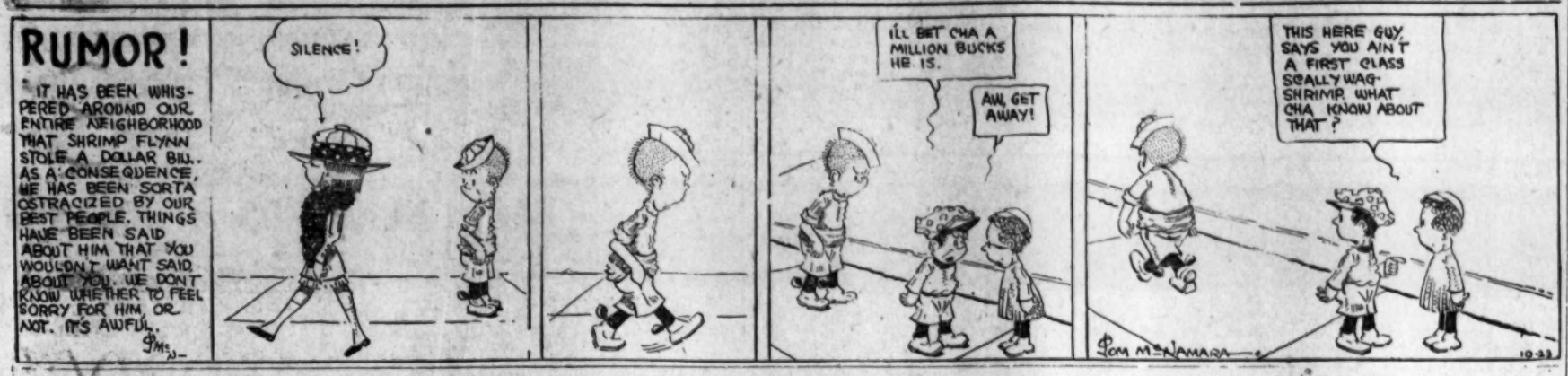
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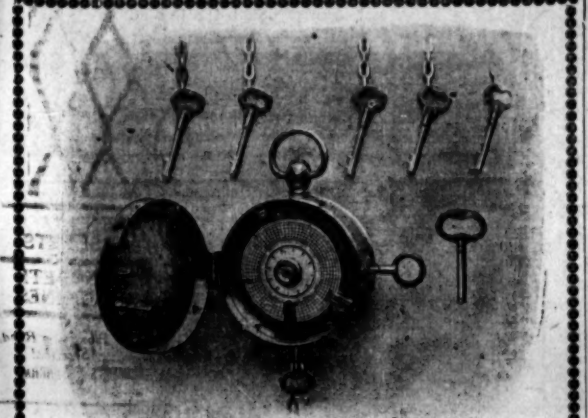

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Musical Matters

By R. B Hurry, Mus. B.

Correspondents wishing to draw attention to Musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Purcell's opera "The Fairy Queen" was recently performed at Cambridge (England), by the University Musical Society. The production was "the first on any stage since 1693" Shakespeare's text of "A Midsummer Night's Dream" was treated with more piety than Purcell displayed; the original being reverted to as far as possible while giving Purcell his due. Imagine the surprise today if it were discovered that one of our learned ecclesiastical musicians was the author of the recent ditty "K-K-K-Katey." Purcell, who was organist of Westminster Abbey, has forestalled that stuttering effect in "The Fairy Queen" with the drunken poet's song in Act I. beginning "F-f-f-fill up the bowl and t-t-t-turn me round." Purcell saw that Shakespeare's fairy play needed music, and he was the ideal composer to set it, with his tunefulness and vivacity. It is not all gay; the "Song of Night," sung as Titania is lulled to sleep is as gravely beautiful as a Bach aria. Fortunately there is not very much work for the trumpets which were played by undergraduates. The musical forces are mainly strings, harpsichord and chorus.

* * *

Amateur opera freed from the terrors of "indisposed" principals has actually been attempted in England, not by experienced singers, but by the boys of the Glengall Road (Poplar) elementary school. Mozart's "Magic Flute" was given four performances in January in an English version supplied by Mr. E. J. Diet. The following quaint note appears under the dramatis personae: "Most of the performers know each other's parts, and the chorus singers may have to sing solo passages. The above, however, is the best and probable cast." The popularity of revivals of Purcell and Mozart promises well for a refinement of taste in the rising generation, dramatic as well as musical.

* * *

In an essay called "The Elastic Language," Mr. Newman uses the apt analogy of words to illustrate the wonderful property of harmony in music. We know that changed harmony may entirely alter the original import of a melody; but more remarkable still is the possibility of that harmony arising as a result of simultaneous melodies, so that the tunes are a series of lines and curves which at each moment create the new element—harmony. Heard as it were, horizontally, they are distinct melodies, creating their own harmony when heard vertically. The fabric of this intangible warp and woof together, we call music.

A pianist, Liszt or somebody, once made quite a new piece of music at the conclusion of a work because of an accidental wrong note in the final chord. To stop, or to correct the mistake would have been disastrous musically, so the train of thought suggested by the new note was followed up and developed until a satisfying conclusion was reached. Mr. Newman suggests that "a composer will frequently find himself in the act of putting down something not at first in his mind, and the chance suggestion of this sound opens up new ideas and possibilities which would not have occurred to him but for the slip. If it were not for the compilers of dictionaries and such reactionaries the same thing might happen in language. A slip may become a discovery. Repeat to yourself the compositor's error that occurred over the notice of a speech by Mr. Hotario Bottomley, and you will probably agree that the idea is worth keeping in the language. The typist who wrote "platitune" for "platitude" had really invented an excellent word for a tune that was platitudinous. The disappearance of the initial letter in "surgery" gives rise to the useful expression of two words at the same time; the policeman says: "Take this man to the surgery," and means, of course, that the case is a surgical one, and also that it is urgent. It is a pity such words cannot be kept. Mr. Newman's best example occurred in an article on the French Romanticists who were fond of attributing their sensitive nervous organisation to the Napoleonic Wars. "What else can you expect of us," exclaims Alfred de Musset, "born as we were between two battles." The author, on receiving the proofs of the article (to appear in the Musical Times) read "born as we were between two bottles." He says that although the idea had not presented itself to him before, it appeared in all the circumstances to be so much nearer the probable truth of this intricate question that he asked the Editor to let it stand. Dr. McNaught replied that he had a number of clerical subscribers whose feelings he was bound to consider. In music such a thing would be not a blunder but a discovery. A composer of resource, or a pianist such as Liszt, would find new truths of thought in all such cases. It is not to be supposed that all "new" harmonies result from slips. Nothing but deliberate malice could account for the perpetration of some of the more atrocious "modernisms."

It is not out of place to recall that J. S. Bach, who forestalled many twentieth-century harmonic effects, said he did not care about this "harmony" business, that everyone talked about so much. His harmonies, he said, were the results only of his parts moving about. There are numerous examples of purely massed harmonies, with no apparent part-writing at all in Bach. A psychologically-minded student of his works would most likely restate his method for him better than he could himself. The reason why Bach did not know (or care!) about harmony was that harmony with him was unconsciously present all the time he was weaving his parts together. By some law—the law of genius—the interwoven strands of his parts fell into line with, and brought to the surface a harmony that was subconsciously conceived. All composers tend to fall into one of two classes—those who think first of their "chords," and invent parts to fill them up, and those who think first of strands of melody which they so order that harmony grows out of their incidence.

Garrett P. Serviss's Article

Clearing Thinking, Based On Common Sense, Needed Now When Many New Theories Are Befuddling Public Mind

By Garrett P. Serviss

There never was a time, probably when clear thinking, based on solid, sensible ground, was more needed by everybody than it is today; yet occultism of every species has seldom been more rife. Even science may be accused of contributing, unintentionally and indirectly, a few clouds to the obscuration of the popular mind.

The arrival of Einsteinism, for instance, has been unfortunately timed. Exactly when general faith in the established principles of science was most needed, here comes these upsetting announcements and epigrams which are not the less effective because they are totally unjustified, such as that "the law of gravitation is proved erroneous," that "Newton is down and out," that "the calculations of the astronomers must all be revised," that "these new discoveries are subversive of the principles which scientists have hitherto used," and that the true explanation of the universe is so difficult that only about a dozen "wise men" in the whole world can really understand it.

KEEP OUT OF CLOUDS

I advise everybody, except, of course, experts who need no advice, to keep mathematics and metaphysics apart, to stick to Newton and Euclid, to rest their scientific faith on things that have been and can be verified by human experience, based on the knowledge that comes through the only windows of the soul that are open to us—the five senses, or whatever their real number may be—and to refrain from setting the feet on clouds.

And don't vainly imagine that this is irreligious or that it is meant to deny or oppose religious ideas. It has nothing to do with religion. When I try to commune with God I rise above the world of the senses. If I did not what reason would there be for distinguishing between the soul and the body!

Now comes also Mr. Maeterlinck to add a little obscuration from another side—the side of "spiritism." The mails are full of letters retailing stories of apparitions, mystical forewarnings, strange rappings, messages from the dead, enigmatical performances of "ouija boards," etc. No published scientific investigation of these things has led to any other result than the discrediting of them. In fact, I am not certain that any true scientific investigation has ever been made. The collections of creepy stories, narratives, reports, etc., of the society for psychical research would hardly answer to the definition of a scientific test.

I have never attended a "seance" where a genuine examination was not rendered impossible either by the conditions under which the performance was given, or by exacted pledges of non-interference with the performers or the apparatus coupled with inactive acceptance of everything that appears to happen.

The mark of the juggler and trickster is on all these proceedings, and not infrequently the mark of wilful blindness and self-deception as well. Why people love to be deceived is a fathomless psychological mystery but the fact is that they do, and I do, myself, when it is for play, as in witnessing a prestidigitator's show of wonder. But why should anybody want to be deceived about earnest things? Is it a kind of opposite pole to the impulse which makes the traditional ostrich hide its head in the sand to avoid approaching danger?

The restrictions imposed upon the would-be investigator of "spiritual phenomena" beg the whole question, and make such investigation impracticable from the start. Something is assumed which is the very subject of proof. For instance it is averred that the spirits are unable to work except when the room is darkened, whereby the sight of the observer is rendered partially ineffective.

MORE LIGHT USED NOW

It is significant that the protests against this restriction seem finally to have had an education influence upon the "controls," for in the later seances they have learned to operate under a degree of illumination that would formerly have been called prohibitive. Apparently the science of optics has been looking up the world of the disembodied spirits. The skill of haumaturgists and sleight-of-hand men, it is interesting to remark, has shown a similar development since the earlier days, when spectators were less critically observant.

Another point to be kept in mind is this; the character of the message said to be received from the dead is such that whatever self-contained proof of genuineness they may possess, is evident only to the recipient, and, from its nature cannot be tested by others. This very "intimacy" of the alleged communications invalidates them as scientific evidence, and yet some spiritualists tell us that it should be regarded as their best claim to acceptance. And that, too, when there is no confirmation and no possibility of confirmation, of the recipient's statement that the revelations are of such a nature that they could only come from formerly "incarnate intelligences."

Hold fast to your common sense!

Shall We Give Europe A Receipted Bill For Ten Billions?

(Continued from Page 12)

But it is equally necessary that the European, the British, situation should be explained in America and that Americans should understand the reasons why Europe asks and expects things from America which Americans do not feel that they are called upon to give and cannot understand why Europe should feel justified in demanding.

The very worst vice of the whole peace imbroglio is the extent to which it has estranged nations and peoples which, before the Paris Conference met, were on a reasonably satisfactory basis of mutual understanding and sympathy.

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British And French Leaders On American Reservations

(Continued from Page 12)

this great crisis of world policy? For crisis indeed it is. If the participation of the United States was enormously helpful in securing victory in the critical months of 1918, its help will be even more essential to secure stability in peace. Without the United States present the League of Nations may become little better than a league of allies for armed self-defense against a revival of Prussian militarism or against the military sequel to bolshevism in Russia. Bolshevism is depotism, and despotisms have a tendency to become militarism, as the great French Revolution proved.

The great object of the League of Nations is to prevent future war and to discourage from the beginning the growth of aggressive armaments which would lead to war. Without the United States it will have neither the overwhelming physical nor moral force behind it that it should have, or if it has physical force it will not have the same degree of moral force, for it will be predominantly a European and not a world organisation, and it will be tainted with all the inter-racial jealousies of Europe.

With the United States in the League of Nations war may be prevented and armaments discouraged, and it will not be in the power of the fretful nations of the world to disturb the general peace. With America outside the League of Nations the old order of things will be revived, old consequences will recur, there will again be some great catastrophe of war in which it will find itself compelled to intervene for the same reason and at no less or even greater cost than in 1917.

It would be a mistake to suppose that the American people are prepared or wish to withdraw their influence in world affairs. Americans differ among themselves as to whether they could or ought to have entered the war sooner than they did. It is neither necessary nor profitable for foreigners to discuss this point now. What is common to all Americans and to all foreigners who know the facts is the unselfish, wholehearted spirit in which the American nation acted when it came into the war.

The immediate adoption of compulsory military service, and, even more, the rationing of food and fuel in these millions and millions of households over such a vast area—not by compulsion, but by purely voluntary action in response to an appeal which had no compulsion behind it—is a remarkable and even astonishing example of national spirit and unanimity. That spirit is still there. It is as much a part of the nature and possibilities of the American people as any other characteristic.

It would be a great mistake to suppose that because the citizens of the United States wish to limit their obligations they therefore propose to themselves to play a small part in the League of Nations. If they enter the league as a willing partner with limited obligations it may well be that American opinion and American action inside the league will be more fruitful than if they entered as a reluctant partner who felt that her hand had been forced. It is in this spirit, in this hope, and in this expectation that I think we should approach and are justified in approaching the consideration of American reservations. Difficulties and dangers which Americans foresee in it will probably never arise or be felt by them when they are once in the league; in the same way, the weakening and injury to the league which some of its best friends apprehend from American reservations would not be felt in practice.

If the outcome of the long controversy in the Senate will be to offer co-operation in the League of Nations, it would be the greatest mistake to refuse that co-operation because of the conditions attached to it; and when that co-operation is accepted, let it not be accepted in a spirit of pessimism. The most vital considerations are that the representatives should be appointed to the council of the League of Nations by all nations that are members of the council; that the representatives should be men who are inspired by the ideals for which we entered the war, and that the representatives should be instructed and supported in that same spirit of equity and freedom by the Governments and the public opinion of the countries who are now partners in peace. If that be the spirit of the council of the League of Nations, fear that the representatives of the United States in that council will not take part in realising the hopes of the league are unfounded.

There is one particular reservation which must give rise to some difficulty in Great Britain and her self-govering dominions. It is that which has reference to the six British votes in the assembly of the League of Nations.

The self-governing dominions are full members of the league. They will admit, and Great Britain can admit, no qualification whatever of that right. Whatever the self-governing dominions may be in theory and in the letter of the constitution, they have in effect ceased to be colonies in the old sense of the word. They are free communities, independent as regards all their own affairs, and partners in those which concern the empire at large.

To any provision which makes it clear that none of those British votes can be used in a dispute likely to lead to a rupture in which any part of the British Empire is involved no exception can be taken. That is the only reasonable interpretation of the covenant as it now stands. If any part of the British Empire is involved in a dispute with the United States, the latter will be unable to vote, and all parts of the British Empire, precisely because they are partners, will be parties to that dispute and equally unable to vote. But as regards their right to vote where they are not parties to the dispute, there can be no qualification, and there is a very general admission that the votes of the self-governing dominions would in most cases be found on the same side as that of the United States.

It must not be supposed that in the United States there is any tendency to grudge the fact that Canada and the other self-governing dominions of the British Empire have votes, but any person with the smallest understanding of public audiences must realise the feeling created by the statement that the United States, with several million more English-speaking citizens than there are in the whole of the British Empire, should have only one vote, while the British Empire has six votes.

It may be sufficient to observe that the reservation of America does not in any way challenge the right of the self-governing dominions to exercise their votes, nor does it state that the United States will necessarily reject a decision in which those votes have been cast. It is therefore possible—I think it is even more than probable—that in practice no dispute will ever arise. Our object is to maintain the status of the self-governing dominions, not to secure a greater British than American vote, and we have no objection in principle to an increase of the American vote.

MR. BAINVILLE'S STATEMENT

THE views of James Bainville, the well-known French authority on foreign affairs, were recently obtained by a representative, of the Christian Science Monitor on the subject of the reservations which had been passed by the United States Senate to the peace treaty and the League of Nations.

"I believe there must be a certain amount of curiosity in the United States," Mr. Bainville declared, "to know how the reservations on the peace treaty voted by the American Senate are considered in France. It goes without saying that the French Government is naturally rather embarrassed. It had expected or it had made others expect that the treaty would be ratified as it stood. It could not have acted otherwise out of courtesy to President Wilson and as a matter of policy. Had our Government expressed a doubt as to its ratification without reservations, it would have tended to have encouraged the opposition in the Senate, which was impossible to do without appearing to interfere in the internal affairs of the United States.

"As for the attitude of the public, that is quite a different affair. The French people have been rather slow in understanding what was happening at Washington. Today it understands the situation, and the general sentiment may be expressed, 'Well, those people are right.'

"An old proverb says 'A man's house is his castle.' This expresses the love of independence which exists so strongly in the hearts of all Frenchmen that they respect it in others. When President Wilson arrived in Paris last year and was received at the French Chamber of Deputies, he made a speech in which he said that the society of nations would exact of each of its adherents a sacrifice of part of its independence. These words caused a certain amount of surprise and displeasure here. The French had not given then much thought to the conditions of the league. Accustomed to alliances, the league appeared to them as a sort of alliance more extended than those already existing. But in an alliance one only contracts limited engagements to which it is necessary to remain faithful, otherwise each one is quite free to do as he likes.

COVENANT EXAMINED

"Those persons who had been struck by the words of President Wilson then proceeded to examine the covenant, and they discovered that it went very far, indeed. Article 10, in particular, made us reflect. The obligation of defending against all aggressors the frontiers and liberty of other nations, even though they were in Jugo-Slavia or Afghanistan, was a prospect which far from enchanted many Frenchmen. Obliged, in order to guard the Rhine, to continue conscription and a standing army, we asked ourselves whether we would not be exposed, being the first one ready, to be the first to leave and to play, in some part, the role of 'soldiers of the League of Nations.'

"Therefore it appeared to us as most natural that the American Senate should pass reservations to article 10 along with other reservations. 'A man's house is his castle.' Whoever subscribes to unlimited or ambiguous engagements is no longer master at home. This is as true of the United States as of French. We have no right to interfere in the discussions which have broken out in the United States. But should you definitely adopt those reservations, France will see no objection to it. Independence is a word which the Americans are not alone in loving. And we understand that the Senate at Washington defended the rule of independence on our account as well as on that of the United States.

"But this point being accepted and the ground cleared, much still remains to be done. One must retain the fruits of the victory gained in common and insure the execution by Germany of the treaty she has signed. No one ignores the fact that she has signed it with the firm intention of avoiding her obligations and the consequences of her defeat, if she possibly can. The diplomatic incidents in the month of December are there to prove to us that the German people has neither reformed nor repented.

"An Italian thinker, familiar with history, who is accustomed to consider things with a clear perspective—Guglielmo Ferrero—wrote recently that Germany would only respect her given word on condition that she remained as weak as she was on November 11, 1918, when she had been obliged to lay down her arms, and that the Allies remained as united as they had been during the war. If these two conditions, which are in reality but one, are not fulfilled, Germany will strive to put everything into the melting pot again, and all the sacrifices made by the Anglo-Saxons and Latins will run the risk of being rendered absolutely useless.

"Here are, therefore, the two elements of the political situation: On the one hand, a very violent repulsion expressed by the reservations of the Senate to contract unlimited and undefined engagements, and, on the other hand, the necessity of watching Germany, of discouraging any idea of resistance, and of preventing the return of anything that might resemble even dimly her criminal aggression of 1914.

"This double reason leads one conceive of a practical combination which would conciliate both the sentiments and traditions of the associated nations with their interests. These profoundly human and natural sentiments and traditions render impossible, or at least superficial and fallacious, all vast and ill-defined engagements, such as those implied by article 10. On the contrary, the interest of all the entente powers calls for engagements as limited as they are precise, in order to render their common victory as strong as possible.

"In order that the peace of Europe and of the world should be maintained, it is necessary and essential that Germany should be made powerless to disturb it. Experience has taught us that everything absurd or disagreeable that happens in the Balkans never becomes disastrous or turns into a universal conflagration unless Germany interferes with it, unless she feels herself sufficiently strong, sufficiently able to meddle in it successfully.

"It is therefore not necessary to provide that the associated powers in the League of Nations should in all cases assume the obligation of interfering in all quarrels and complications in any part of the world. This obligation is far too heavy, and were it expressed upon paper and duly sealed by the great powers, it would remain a dead letter.

"But is it necessary to render this obligation superfluous whilst obtaining the desired result, viz.: The tranquility fo humanity, by limiting the power of that great defaulter, Germany?

"To this end we wish and desire a sort of European league, the foundations of which have perhaps been laid in London by Mr. Clemenceau and Mr. Lloyd George. This league would group all the decidental powers needed to guarantee the full execution of the treaty by the German Government and people. This engagement, essentially defined and limited, would be conformable to the spirit of the reservations passed by the American Senate. It would not entail any nation alienating independence or finding itself forced against its will of guaranty without offend into vague, far-away complica- any of the political conce tions. This is why the United which are honored in the l States could join such a league of George Washington."

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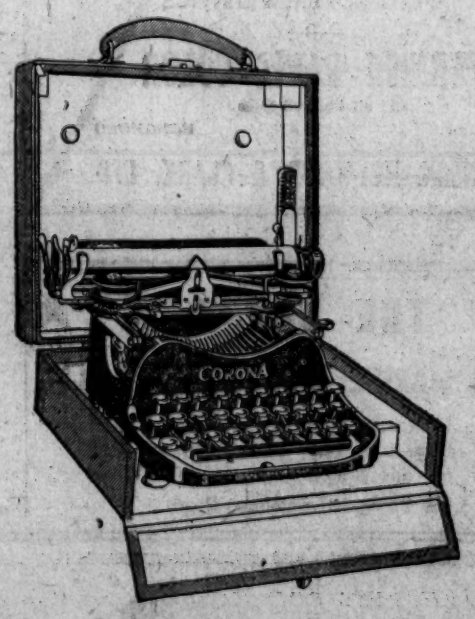

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Scientists, Agreeing Martians Are Super-Race, Believe That Planet May Be Signaling To Us

BY ARNOLD D. PRINCE

IF it should prove to be the case after all that those mysterious Marconi "messages" came from Mars or even Venus, the next problem of importance will be the kind of people who sent them. For, of course, if the earth is to have new neighbors with whom to exchange gossip across the back yard of the sideral firmament, it will want to know something about them. It will want to know something of their habits, appearance, how they dress, act and possibly their views on interplanetary relations. All sorts of situations may arise wherein a mutual understanding of personal traits, characteristics and general disposition will aid in establishing and preserving amicable relations.

Signor Marconi, unfortunately, was not able to throw much light on the subject. Virtually all that came within the scope of his observation was that when prosecuting wireless experiments certain "signals occurred" with persistent regularity which could not be explained on the theory of casual interference. As these signals had been received "simultaneously at New York and London with identical intensity," he admitted the possibility of their being attempts by the inhabitants of "other planets to communicate" with us.

VENUS OR MARS?

Subsequent discussion, in which scientists in Great Britain, France and the United States participated, disclosed an almost hopeless confusion of views on the reasonableness of this conclusion, but resulted in an agreement on one point at least, which was that if any attempts had been made to communicate at all, they must have originated from Mars or Venus, the only worlds beside our own upon which there is a possibility of human habitation.

What kind of people, then, inhabit these two planets? In seeking an answer to this question the inquirer is thrown back almost exclusively, of course, on the conclusions of the scientists who have made a study of the subject. No one, so far as known, is in a position to give first hand information. Nor is there anything specially helpful in such suggestions as emanated recently from one authority, who, when asked his opinion as to the population on Venus, replied with hopeful animation that they were "chorus girls." Such jocularity is merely beclouding the issue and adding difficulties to a problem that is difficult enough as it is.

Among scientists who have won the right to speak with authority the foremost was the late Professor Percival Lowell, director of the observatory at Flagstaff, Ariz.

Professor Lowell was the brother of Abbott Lawrence Lowell, president of Harvard University. Before taking charge at Flagstaff he had been attached to the observatory at Harvard and had conducted astronomical investigations in many parts of the world, including Japan, Tripoli, the Andes and other countries. He had delivered lectures on his findings before important scientific societies in Great Britain and the United States.

Not only was Professor Lowell convinced that Mars was inhabited, but he believed the people had a much higher degree of intelligence than those on earth. He dwelt particularly on their inventive genius.

GREAT INVENTORS

"Quite possibly," wrote Professor Lowell in his book, "the Martian folk are possessed of inventions of which we have not dreamed, and with them electrophones and kinetoscopes are things of a bygone past, preserved with veneration in museums as relics of the clumsy contrivances of the simple childhood of the race.

"Certainly, what we see hints at the existence of beings who are in advance of, not behind, us in the journey of life.

"Startling as the outcome of these observations may appear at first, in truth there is nothing startling about it whatever. Such possibility has been quite on the cards ever since the existence of Mars itself was recognised by the Chaldean shepherds, or whoever the still more primitive astronomers may have been. Its strangeness is a purely subjective phenomenon, arising from the instinctive reluctance of mind to admit the possibility of peers. Such would be comic were it not the inevitable consequence of the constitution of the universe. To be shy of anything resembling himself is part and parcel of man's own individuality.

"Like the savage, who fears nothing so much as a strange man; like Crusoe, who grows pale at the sight of footprints not his own, the civilised thinker turns from the thought of mind other than he himself knows."

The peculiar relevancy of this view to the discussion resulting from Signor Marconi's announcement will strike any one who reads Professor Lowell's statement. His brother scientists were indeed "shy," as he had predicted, of the deductions reached by him, but they at least contained the views of the Flagstaff astronomer as to the kind of people, who, if we accept the pleasing possibility suggested by Signor Marconi, are trying to "strike up a speaking acquaintance" with us. Not only are they masters in the knowledge of electricity, but they have already relegated to the museum of antiquities many of the discoveries in that field which we, here on earth, look upon as last minute achievements in scientific effort.

Professor Lowell, while commenting strongly on the intellectual attainments of the Martians, made little or no reference to the actual appearance of the folk living on that distant planet. True, he did say in another part of his book that they probably were not interested in party politics, and that, judging from their canals, they were favored by a "comprehensiveness" of mind much more embrasive than that "which presided over the various departments of our own public works" in the United States but as politicians look much like other persons very little could be gained from that.

FIRST MARTIAN PICTURES

It was M. Edmond Perrier, director of the museum of the Jardin des Plantes, in Paris, who constructed the first picture of the Martians, as he conceived them.

At the time M. Perrier undertook this task the division among the authorities on Professor Lowell's theory had assumed wide proportions. Some were decidedly "cold" to the notion that Mars —the question as to Venus was temporarily in eclipse—was inhabited at all, and they considered it futile and profitless, therefore, to attempt to depict a non-existent people. Others, as has happened even recently, considered the matter in a light vein, thinking to get some humor out of it, and one newspaper carried a cartoon, captioned "Hello Central," showing Professor Lowell "calling up" Mars.

Still another group seemed to take it as a personal affront that the astronomer had sought to enlarge their list of acquaintances by introducing a race about which they had absolutely no knowledge.

M. Perrier approached the problem from a highly speculative viewpoint, but made clear the fact, nevertheless, that he saw no reason for condemning the position of Professor Lowell.

"Dreams are not a crime," contended the French scholar, "and in this case contradiction is difficult."

The director of the museum of the Jardin des Plantes led up to his description of the inhabitants of Mars by establishing the premise that conditions on Mars are not inimical to human life. Rain, snow, thunder and hail are known there, as on earth. There are seaweeds in the ocean, grass and trees on the land, fields available for cultivation and a friendly soil to provide food for the people.

"The life which animates the earth also animates other planets," said the French savant. "From what goes on around us we may divine what is happening elsewhere by examining the exact conditions under which each planet finds itself en rapport with every other. On the planets which are furthest away, it is impossible that human beings should exist, for no organism could, for example, be formed in the alkaline seas of Jupiter, while Mercury, which is too near the sun, could not engender life. Only Venus, the Earth and Mars are habitable."

On Mars, M. Perrier went on, life is "grand, intense, formidable." The mean temperature is 40 degrees Fahrenheit, as against 75 degrees on earth, the winters are more severe, the summers warmer, the year longer and the seasons more marked than ours.

The sea animals are much like ours, the fishes have a sense of hearing, there are insects in the animal kingdom and flowers and butterflies, but the humans are very very different.

Before going on and giving M. Perrier's picture of the kind of people the Martians are, and in order to reassure such sensitive as may fear to establish speaking relations with a people too alien in appearance to make acceptable neighbors, it should be stated that M. Perrier does not agree with the conception of the Martians set forth by H. G. Wells in his book "War of the Worlds." Mr. Wells, in that work, caused the Martians to resemble cuttlefish, with round, gray bodies, with "sort of faces" and long, groping tentacles.

This conception, M. Perrier asserted, did the Martians a great injustice and created a prejudice against them, which is not only unscientific and unsound, but entirely undeserved.

The Martians, the French scholar held, bear a certain resemblance to man, although many

(Continued on Page 16)

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Scientists, Agreeing Martians Are Super-Race, Believe That Planet May Be Signaling To Us

(Continued from Page 15)

of their features are more prominent. For this, the difference in the forces of gravity and in environment are chiefly responsible, he said. Their ears, for example, are very large.

Continuing, the director of the museum of the Jardin des Plantes said:

"The low atmospheric pressure has produced a considerable development of the pulmonary apparatus, and consequently the general character of the Martians has been influenced by this development, which is unknown on earth.

WHY MARTIANS ARE TALL

"The men on Mars are tall because the force of gravity is slight. They are blond, because the daylight is less intense. They have less powerful limbs. They have some of the characteristics of our Scandinavian type, although they probably have larger skulls.

"Their large blue eyes, their strong noses, their large ears, constitute a type of beauty which we doubtless would not appreciate except as suggesting superhuman intelligence."

Going further into details, M. Perrier concluded that the jaw of the Martian is narrower than ours because time and evolution have removed him further from his animal forebears than they have us. His lung capacity is enormous because of the thin atmosphere, although his legs are extremely thin, due to the little effort needed in walking. He has little or no neck.

Touching on the question of intelligence, the French savant deduced that the Martians have solved the problem of existence, and know no such thing as industrial strife. Being older, they are also wiser than we. They have long since conquered disease, and know the hour of their demise, awaiting the event calmly.

They have overcome poverty, are too sophisticated to engage in war, and need no law or government to keep them orderly. Philosophers and brothers, they live in amity and understanding, devoting all their thought to the promotion of large undertakings in which selfishness, avarice and earthly trifles have no part.

They are, in a word, as different from the fanciful and unpleasing picture painted by Wells as are we from the Simian types referred to by Darwin.

Returning to the question of flora and fauna, M. Perrier concluded that because of the reduced force of gravity, animals are much larger on Mars than here, and hop, run and fly about much more easily. Grass is higher, fruit is bigger, and the flowers possess undreamed of beauty. The light is something like our dusk, and the general landscape much more attractive than on earth.

"The year on Mars is twice as long as our earthly one," he explained, "and hence plants and insects have twice the time in which to evolve. Mars is the land of huge plants and ideal flowers, of birds abnormally powerful in song and wondrous in appearance, and of four-footed animals with extraordinarily developed fur and skin."

Neither M. Perrier nor the other scientists who believe in the habitability of other worlds paid so much attention to Venus. They agreed, however, with the head of the Jardin des Plantes that as this planet is much younger than the earth, life there is much less advanced. Because of the greater nearness to the sun, the climate is something like that in our tropics, and the air is always misty. Animals and plants are much like ours, especially at the poles, where the temperature is not so high, but humans are not much beyond the development that existed on earth during the secondary geological period.

NOT FROM VENUS

In other words, there is much less likelihood that those strange Marconi signals came from Venus than that they came from Mars.

Having thus disposed of the kind of beings supposed to exist on the only two eligible planets, two other questions arise—Why are the Martians or the Venusians trying to communicate with us, that is, if they are? and, What atmospheric conditions will we on earth have to overcome in order to reply to them?

As to the first question, a possible explanation may be found in the so-called cataclysm on Mars that was reported by the British Astronomical Association in 1909. In that year the "planet of mystery" was nearer to earth than at any time since 1892, and so in a favorable position for observation.

The phenomenon which was heralded as without parallel in the records of the past was the appearance of a gloomy, yellow veil which enshrouded immense tracts of the Martian surface, obliterating important markings.

On account of the theory, then recently advanced by Professor Lowell, that Mars was inhabited, the changes aroused extraordinary interest. It previously had been suggested that the canals on the planet had been constructed by a dying race, a race menaced by starvation on a desert planet, which had sought by means of these enormous viaducts to carry water from the melting ice caps at the poles, and the appearance of the yellow mist combined with the simultaneous erasure of some of the canal markings gave rise to the fear that a gigantic catastrophe had occurred, the effects of which were only too apparent.

Can it be, some of the observers of conditions now are asking, that some such similar catastrophe has overtaken the Martians, who, in their desperation, are attempting to communicate the fact to us?

In August, 1909, astronomers working at their telescopes had reported what they surmised to be a new fracture of the southern polar cap and the appearance of a dark streak along the line of the break. About the same time a brilliant spot, which may have been a segment of the shattered terrain, had separated itself from the polar cap and had moved over to one of the dusky areas of the planet, partly hiding it from view.

GREAT CONVULSION POSSIBLE

All this seemed to strengthen the theory of a huge convulsion advanced by the British scientists, although, as seems to be the fate of all questions concerning this much discussed and little understood celestial body, eminent authorities at once took opposing ground on the subject.

Professor Harold Jacoby, Rutherford Professor of Astronomy at Columbia University, contended that "the Martians are not likely to have their world destroyed any more than are we," adding that if any such catastrophe as hinted had actually occurred the news would have become known through some quicker channel than the British Astronomical Association. By this, it should be explained hastily, Professor Jacoby did not mean that the scientists across the Atlantic were slower in observation than others, but only that the disaster would have been revealed by telescopes everywhere long before a formal report could have been prepared.

Professor F. R. Moulton, of the University of Chicago, also doubted the accuracy of the report, and Professor Lowell himself, author of the notion that Mars is inhabited, was not particularly impressed with it.

Professor Lowell, it will be remembered, held to the belief that the Martians were anything but a starving, needy people, and he constantly sought to fortify his position by offering new proofs of their prosperity, advancement and skill. In 1914 he found a new opportunity for strengthening his pet belief by announcing that instead of losing any of their canals the Martians had built two new ones, which could be seen plainly through the telescope.

"We have actually seen them formed under our eyes," Professor Lowell said at the time, "and the importance of it can hardly be overestimated. The phenomenon transcends any natural law, and is only explicable so far as can be seen by the presence out yonder of animate will." By animate will he meant, of course, human beings.

Professor Lowell was admittedly the leading spokesman for the Martians, and anything he said was worthy of the most respectful consideration, but in view of recent developments many thinkers are asking if, after all, he was not mistaken in at least one particular, and if the "signals" picked up in New York and London were not efforts on their part to notify the earth folk of their desperate plight. No unusual manifestations to support this view have been witnessed recently on the distant planet, but it is at least a new guess on the subject, which is all that its originators claim for it.

TESLA BELIEVES IT

To Nikola Tesla there is nothing remarkable or impossible in the suggestion that the mysterious signals are from the Martians. Discussing the question, he said:

"To most people the mere idea of flashing a signal over the immense gulf of 50,000,000 or 100,000,000 miles will naturally appear preposterous, but as I have stated in an article I wrote for The Harvard Illustrated Magazine of March, 1907, it is simply a feat of electrical engineering, apparently hazardous, but made perfectly feasible through inventions with which the experts are familiar.

"That the planets are inhabited is a foregone conclusion. It would be stupid to deny the existence of conditions suitable for the development of organic life on other planets."

The next question is how the earth is to reply to these signals, supposing they are signals at all, and what are the atmospheric obstacles that will have to be overcome.

Mars at times is only 50,000,000 miles away from the earth and at other times 250,000,000. It is frequently surrounded by vapors, as is the case, too, with Venus, which would be extremely difficult of penetration by light radiation, but the chief problem to be met would be the creation of a wireless apparatus of sufficient strength to send a message over the required distance. Dr. Charles P. Steinmetz, chief consulting engineer of the General Electric Company, believes such an instrument possible, provided the world devoted itself to the invention with the same thoroughness it employed in the great war, but estimates it would cost at least $1,000,000,000 to do it.

Wireless messages have been transmitted over a distance of from 3,000 to 4,000 miles when conditions were favorable, although an official of the Radio Corporation of America, of which the Marconi system is a part, said that signals had been sent as far as 10,000 miles under unusual circumstances.

"But there is one thing that should be remembered," said David Sarnoff, commercial manager of the Radio Corporation of America, "that there are a great many conditions in the atmosphere of which we do not know, even when sending a message, say, across the Atlantic or even a shorter distance.

"We know something about wave lengths, and we know what happens when we send a message and when we receive it, but what happens en route is still pretty much of a mystery.

NIAGARA FALLS WOULD HELP

"In connection with the actual practicalities in sending a wireless message over such a distance as that between the earth and Mars, that, I may say, is something about which the newspaper men know almost as much as we do. But the chief problem, it would seem to me, would be to find an instrument powerful enough, rather than anything else, and this would be no small achievement. We would have to harness Niagara Falls and every other power producing agency that I know of to do it."

Electricity travels at a speed of a little more than 186,000 miles a second, and a message going at that rate would take a little more than twenty-two minutes to reach Mars when it is at its furthest point from the earth, and about four minutes and twenty-one seconds when it is nearest. According to the same calculation it would take two minutes and eighteen seconds to send a radiogram to Venus, two minutes and fifty-nine seconds to the sun, two seconds to the moon, thirty-five minutes to Jupiter, one hour and six minutes to Saturn, two hours and thirty-two seconds to Uranus and four hours and two minutes to Neptune.

GLOOMY VIEW OF RUSSIAN TRADE

Danish Diplomat Says That The Country Cannot Export In Any Volume

By Edwin L. James

Paris, February 9.—M. De Scavenius, who as representative of Denmark at Moscow in 1918, directed the efforts of his country to establish commercial relations with Soviet Russia, has given to several allied journalists the results of his experiences and the lessons he draws from them.

He believes that the plan of the allied Premiers to have dealings with the Russian Co-operatives without dealing with the Soviet governmental authorities is doomed to failure. He believes that under any political conditions it will be a considerable time before important supplies can be had from Russia. The efforts of Denmark to open business relations with Russia on an important scale were made before there was any allied blockade and under peculiarly favorable conditions, but they failed.

"For more than a year," Mr. de Scavenius said, "we were in commercial relations with Soviet Russia, and I had an opportunity to learn much about conditions there. In 1917 and 1918 only the Scandinavian countries had free access to Soviet Russia. That market was wide open to them; it was as if reserved for them. Yet we did almost nothing. The great difficulty was that there was no unity of power over affairs. Out of a thousand attempts to trade one would be authorised from Moscow, but the particular commune concerned would veto the authorisation.

"All industry being nationalised, as was all commerce, it was necessary to treat always with the Commissaries. There was a frightful amount of red tape. I remember that once, after months of effort, we loaded two ships and started them for Copenhagen. Before they could leave port we received protests against their exportation; for the goods we had bought from the Soviets had been requisitioned, and no indemnity had been paid, so that the real owners claimed them. We took the ships to Copenhagen, and there they could not be unloaded, since the courts would not allow the sale of these goods unless their real owners gave up their rights. Under the laws we had to recognise the rights of private property, even if the Soviets, which sold the goods to us, had not.

"Today Europe seeks to deal with the Russian Co-operatives. The newspapers, in too big a hurry, have said that trading has already begun. But nothing has been done. Several tons of food have crossed the Finnish border, and that is all. Before anything worth while is done Russian goods must be gathered and carried to the ports. This presents enormous difficulties, for the Soviet regime has never been able to get hold of Russian products in bulk. There is no doubt that the Russian peasants have wheat. There is also no doubt that they are hiding it. How can it be got? The Commissaries have tried often enough without success. It is necessary to make the peasant believe that it is to his interest to give up his wheat; but any one who knows the Russian peasant knows it is not easy to convince him. His confidence must be won, and that is something that takes time.

"Finally, the lamentable condition of the railroads makes all transport very difficult.

"These questions must be solved before Europe can buy in the Russian market. For, in reality, if Europe wants to get Russian products Europe must establish order on Russian railroads. Europe must send locomotives and specialists. All that is not in keeping with the plan of the Supreme Council. There must be frequent and close relations between Russia and the rest of Europe if trade is to be established, and the Allies do not seem to appreciate this.

"There is another matter: If the Russians are going to buy in Europe, where will they find the most favorable market? Who will furnish them agricultural machinery at low prices? It will not be England or the United States, whose pound and dollar are so high. It will be Germany, who manufactures cheaply and whose mark has fallen to almost nothing. Besides, Germany is next door. It is she who will profit from the lifting of the blockade."

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TELLS HOW 'TIGER' WON GUARANTEES

Tardieu Recalls Incidents Of Six Months' Fight In Council Of Four

THE RHINE OCCUPATION

French See In It The Strongest Instrument To Insure Execution Of The Treaty

By EDWIN L. JAMES

Paris, Feb. 14.—That provision of the Peace Treaty to which France for the moment attaches the greatest importance is the clause indicating the occupation of the Rhineland. France believes that the strongest guarantee for the execution of the treaty is the presence of allied troops on the German river. And so there is special interest in Andre Tardieu's recital in today's L'Illustration of how Premier Clemenceau fought six months against Premier Lloyd George and President Wilson to obtain the provision for the occupation of the left bank of the Rhine. Incidentally, M. Tardieu seizes the occasion to praise the work of M. Clemenceau and to answer the latter's critics.

M. Tardieu, former French High Commissioner to the United States, is generally credited with having written that part of the treaty referred to, and few knew more about how it came to be written than he.

He begins his article with this paragraph: "Germany does not execute the treaty. Our coal does not arrive. She does not wish to give up the culprits whose extradition Hermann Muller, still Minister of Foreign Affairs, pledged by his signature last June. It is time to put into play the means of action which the treaty assures us as guarantees of its execution." Then, going to the kernel of the situation, he writes: "The right to occupy for fifteen years the left bank of the Rhine, to prolong this occupation at the expiration of fifteen years and, finally, the right to renew it after evacuation, was obtained for France by M. Clemenceau at the price of a continuous effort of six months. The occupation of the left bank of the Rhine and of the bridgeheads as guarantees was a necessary protection for France against an invasion such as that which has occurred twice in fifty years. For others, associated heart and body with our dangers of yesterday and of tomorrow, the occupation seemed, under their conception of history, differently interpreted, unjustifiable, useless and dangerous."

FRENCH DEMANDED SECURITY

"The thesis of the French delegation has been one great principle. In the first conversations, as in the last, we asked for occupation, for two purposes—as security against a Germany of greater population than France, which will have for years millions of men trained for war, since they have made war, and also as a guarantee for the execution of the treaty by Germany which has given us so many reasons to doubt her good faith."

M. Tardieu then tells how, before Mr. Wilson reached Paris, M. Clememceau began a discussion with Colonel House. On Jan. 8 the French case was summarised in a memorial, in which was advocated the making of an independent territory in the Rhineland. In common with Foch, the French delegation advocated making the Rhine the westward boundary of Germany and forming an independent State in the Rhineland under the League of Nations, thus making the famous river the "frontier of civilisation." On Feb. 6 the French memorial was submitted to the allied delegations, and the objections began. Lloyd George made his famous declaration against forming a second Alsace-Lorraine.

Then, on Feb. 25, France presented another memorial, setting forth that neither the League of Nations, without an armed force, nor the proposed disarmament of Germany gave France sufficient protection. As a result, a committee, on which were a Frenchman, an Englishman and an American, was named to reach an accord.

The situation then, as M. Tardieu outlines it, was that England and America questioned the wisdom of occupying for a long time a territory peopled by 7,000,000 Germans. But they laid still more emphasis upon the objections to cutting these Germans off from Germany as a violation of the principle of self-determination. He said the French reply was that the people of the Rhineland were not Brussians, and that there was nothing imperialistic in the French demand, inasmuch as the proposed independent state would not be under the domination of France, but of the League of Nations. And always France demanded protection. The committee was not able to agree, and so the matter was referred back to the chiefs of the Governments.

FIRST OFFER OR AN ALLIANCE

It was then, M. Tardieu says, that President Wilson and Premier Lloyd George proposed to give France the protection of treaties in exchange for the guarantees she asked on the Rhine. M. Tardieu tells how Mr. Wilson returned March 14, and how M. Clemenceau at once pressed the French case, arguing that the League was not sufficient protection, since it would have no armed force, and asking for an independent state along the Rhine.

"At once," M. Tardieu writes, "the same objections arose. But to the great Frenchman who maintained his stand so stoutly, a new and different offer was made. Great Britain, proudly protected by her splendid isolation, the United States 'too proud to fight,' separated from the rest of the world by the testament of Washington and the Monroe Doctrine, proposed to France a real treaty of alliance, their immediate military guarantee against any unprovoked attack by Germany, a proposition without precedent, of immense importance, which would conserve in peace the means of solidarity by which we had won the war.

"M. Clemenceau, who had not asked this—as he recalled later with pride before the Senate—declared quickly the very high value he attached to this offer, but he made known his desire not to answer at once. He wished to reflect and confer. On the 15th and 16th of March three meetings were held at the Ministry of War, where orally and by three notes the different aspects of the problem were presented and discussed.

"From this examination two conclusions came, equally luminous and for the moment contradictory. The first was that the French Government, receiving such an offer under such conditions, would be criminal to let it escape. The second was that a government which would be content with the bare offer would be equally criminal. For in the conversations of March 14 Messrs. Lloyd George and Wilson clearly indicated that they offered a military guarantee in exchange for the occupation and independence of the left bank of the Rhine. It was to avoid the latter, which they did not wish, that they proposed the former, the value of which seemed to them at least as vital and, in the just pride they felt in the power of their countries, perhaps superior. They recognised as incontestable the right of France to guarantees; but, avoiding the means we suggested, they suggested another. The left bank of the Rhine should remain German. The left bank should be occupied neither by an interallied force nor by a French force. On the other hand, Great Britain and the United States would give to France in case of peril the solemn promise of their immediate military aid.

INSISTED ON OCCUPATION

"The decision of M. Clemenceau was taken on the evening of the 16th and put into a note which was sent on the morning of the 17th to the chiefs of the allied Governments. A proposition had been made to us which replaced one guarantee by another. We refused the substitution. We recognised with the most sincere appreciation of its value the engagement offered us, and we desired to assure ourselves of it, on condition that there be joined to it part of the other guarantees asked by us, and, above all, that of occupation."

M. Tardieu goes on to say that this note marked the beginning of conversations twice a day until April 22, in which France sought to get guarantees from England and America, but at the same time the certainty of occupation of the Rhineland. He writes:

"In vain on the 21st M. Clemenceau called before the Supreme Council Marshal Foch, the Commander in Chief of the allied armies. The Marshal set forth the plan for this occupation. The allied Generals were silent.

"On April 4 a Continental country whose interests were involved with ours let it be known that it was opposed to an extended occupation. We were alone, and the situation was strained. Journals across the water became aggressive; certain French journals were no less so. In two days Mr. Lloyd George gave out two disturbing interviews. The report was put in circulation, despite the efforts of Colonel House, that the steamship George Washington had been urgently called to Brest.

"Immovable, M. Clemenceau supported his cause. We multiplied our notes. We showed that, whatever was the importance of the results obtained, it was still impossible to secure otherwise a guarantee for the execution of the treaty. France must have physical protection against Germany, which would have for years to come, because of the war, millions of trained soldiers. We showed that the double need could be met only by occupation. Days passed. Finally the unshakable obstinacy of Clemenceau obtained his object. Light appeared. Prudently, slowly, patiently he enlarged the opening, and on April 20, at 6 o'clock, he obtained the first assent, that of President Wilson, to the terms of Chapter 14. On the morning of April 22 Mr. Lloyd George gave his consent. In spite of differences of opinion, the relations of these three men during these forty days had not ceased to be sincere, calm and affectionate. Their fellow-countrymen should never forget that."

HAVE SAFEGUARD

M. Tardieu recalls that it is Chapter 14 which M. Millerand now intends to invoke against Germany.

"The interallied occupation of the left bank and bridegheads," he says, "is fixed at fifteen years. The zones will be evacuated by periods of five years, but on one condition—that Germany faithfully carries out the treaty. If she does not there will be no evacuation in five-year periods. Even at the end of fifteen years we will have our safeguard; if the Allies judge the securities insufficient against unprovoked German aggression there will be no evacuation. Even if after evacuation Germany fails to live up to her obligations of payments, we will reoccupy the territory—each and all of the Allies together, and not France alone.

M. Tardieu says that only one feature of the French program failed of acceptance, and that was the plan for the creation of an independent Rhineland. He regrets this, but thinks that France has a settlement on which she can congratulate herself.

Then M. Tardieu reviews Germany's formal objections to the occupation and tells how for six weeks Clemenceau had to fight for or against the arguments of Germany, from time to time supported by some allied statesmen.

"One by one," he says, "with infinite tact, but with unshakable determination, Clemenceau refuted these arguments. For fifteen days he defended his work. As for the occupation, he would not give way; he could not give way. If he was not heeded he would resign. Some one succeeding him might find a way, but he never.

"On June 13 Clemenceau obtained satisfaction. Chapter 14 was retained without the change of a word."

In conclusion M. Tardieu pays this tribute to the "Tiger":

"Here is something that should be said, and said now. One day last year Clemenceau was accused of not having represented France at the Peace Conference. We replied: 'When you know what took place you will regret your words.' Justice comes late, but it comes always. History will record that the occupation of the left bank of the Rhine and the bridgeheads with our Allies, who did not wish it, with guarantees of the treaty, disarmament, neutralisation for fifty kilometers on the right bank and the right of investigation in Germany—all that is the work of Georges Clemenceau."

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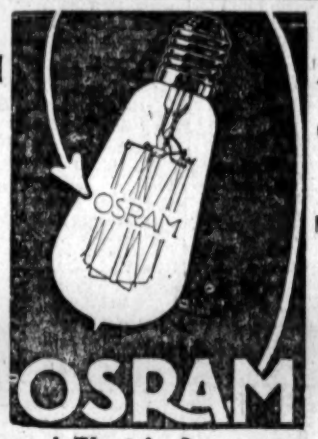

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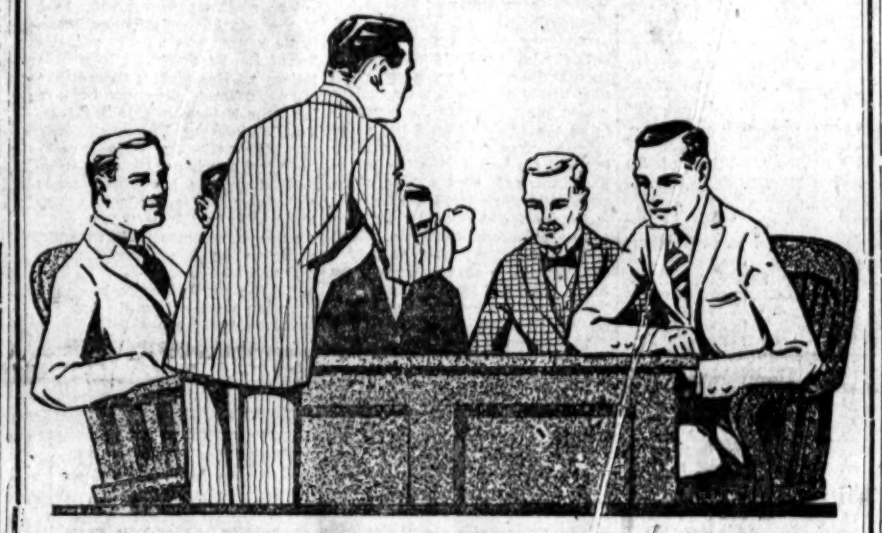

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Java Consolidated.	Tls. 11 B.
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Kapala	Tls. 0.60
Kapayang	Tls. 10
Karan	Tls. 8.10
Kota Bahroe	Tls. 3 B.
Krewbok Java ...	Tls. 11 B.
Padang	Tls. 7½ B.
Penchalai Durian .	Tls. 3 B.
Permata	Tls. 1 B.
Rapat	Tls. 0.55 B.
Semagaga	Tls. 0.60 B
Seekee	Tls. 1 B.
Semambu	Tls. 0.55 B.
Senawang	Tls. 4 B.
Shanghai Klebang .	Tls 0.50 B.
Shanghai Malay ..	Tls. 6
S'hai Malay pref. .	Tls. 9½ B.
Shanghai Pahang .	Tls. 0.85 B.
Sungala	Tls. 0.50
Sungei Duri	Tls. 6¼ B.
Sua Manggis	Tls. 3 B.
S'hai Kalantan ...	Tls. 0.30 B.
S'hai Seremban ...	Tls. 0.45 B.
Taiping	Tls. 0.60 B.
Tanah Merah	Tls. 0.50 B.
Tebong	Tls. 11 B.
Tiobri	Tls. 2½
Ziangbe	Tls. 4½ B.
Miscellaneous	
C. I & E. Lumber .	Tls. 350
Culty Dairy	Tls. 13
Shanghai Trams ..	Tls. 63½ B.
Shanghai Gas	Tls. 15 B.
Horse Bazaar	Tls. 40
Shanghai Mercury .	Tls 25
S'hai Telephone ..	Tls. 74
S'hai Waterworks .	Tls. 100

B. Sellers. Sa. Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 293

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated March 26:

The market generally continues active. Last week's heavy demand for cottons eased off perceptibly but the prices remain firm and it is probable that the near approach of March Settlement Day accounts for the small turnover. A further advance is marked in the price of Docks and Wharves. Rubbers remain quiet and steady although the price of the raw material at the Singapore Rubber auctions has lately dropped considerably.

Exchange and Bullion

Shanghai, March 27, 1920.

Money and Bullion

Sovereigns: buying rate, @ 7/4 = Tls. 2.72
@ exch. 73.8 = Mex. $3.70
Gold Dollars: Bank buying rate, @ 143¼ = Tls. 0.70
@ exch. 73.8 = Mex. $0.95
Mex. Dollars: Market Rate 73.525
Shanghai Gold Bars: 978 touch Tls. 167
Bar Silver 998 touch ... Tls. 111
Copper Cash per tael Tls. 187.000
Native Interest ..... Tls. 10

Latest London Quotations

Bar Silver ..... 71d.
Bank Rate of Discount 6%
Market Rate of Discount:
3 m/s. ..... —
4 m/s. ..... —
6 m/s. ..... —
Ex., Paris on London Fr. 55.75
Ex., New York on London T.T. G.$3.86

Exchange Opening Quotations

London ..... T.T. 7/4
London ..... Demand 7/4¼
India ..... T.T. 303½
Paris ..... T.T. 2055
Paris ..... Demand 2058
New York ..... T.T. 143
New York ..... Demand 143¼
Hongkong ..... T.T. 68½
Japan ..... T.T. 33
Batavia ..... T.T. 857

Bank's Buying Rates

London ... 4 m/s. Cdts. 7/8½
London ... 4 m/s. Docy. 7/8¾
London ... 6 m/s. Cdts. 7/9¾
London ... 6 m/s. Docy. 7/10
Paris ..... 4 m/s. 2205
New York .. 4 m/s. Docy. 151¾

Tourists' Exchange

@ Bank's Closing Demand Buying Rates
£10 @ exch. 7/7 = Sh. Tls. 26.37
G.$50 @ exch. 147 = Sh. Tls. 34.01
Fr. 250 @ exch. 2125 = Sh. Tls. 11.76

1 Shanghai Tael = Mex. $1.36 at Bank's selling rate for Mexican Dollars.

Banks Selling Rate for Marks

Marks 8,500 ..... = Tls. 100
" 100 ..... = Mex. $1.61

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 11,500 ..... % Tls. 100
" 100 ..... = Mex. $1.18

Exchange Shop Rates

Buying: 100 Old Roubles $1.70
" " New " $1.10
Selling: " Old " $1.85
" " New " $1.20

CUSTOMS HOUSE EXCHANGE RATES FOR MARCH

Hk. Tls. 2.11 @ 8/6¼ £1
" 1 @ 2083 Fr. 23.20
" 0.62 @ 144¾ Gold $1
" 1 @ 31 Yen 3.59
" 1 @ 323¼ Rupees 3.60
" 1 @ — Roubles —
" 1 @ 1.50 Mex. $1.50

Stock Exchange

Transactions

Shanghai, March 27, 1920.

OFFICIAL

Langkats (Com.) Tls. 18.00
New Engineering Tls. 27.50
Anglo-Dutch Tls. 3.35
Ziangbes Tls. 4.50
Chin. Eng. Mining Tls. 24.00
Y'poo Cotton Tls. 45.50

UNOFFICIAL

S'hai Klebangs Tls 0.50
Tanah Merah Tls. 0.50
Ziangbes Tls. 4.50
Langkats (Com.) Tls. 18.00
New Eng. Tls. 27.75 March
Tls. 31.00 June
Kungyik Cotton Tls. 67.00
Ayer Tawah Tls. 21.00

Sharebrokers' Association

Transactions

Shanghai, March 27, 1920.

UNOFFICIAL

S.M.C. 7% Debs. (1917) Tls. 92.50 cash
S'hai Pahangs Tls. 0.90 cash

Shanghai Produce & Stock Exchange

Transactions

Shanghai, March 27, 1920.

Japanese Bond: 5%
Tls. 28.70 April
Tls. 29.30 May

Yangtszepoo Cotton Mill Ltd.
Tls. 45.00 April
Tls. 46.50 May

Japan-China S. & W. Co.
Tls. 56.00 April
Tls. 57.90 May

Shanghai P. & S. Exchange
Tls. 64.00 April
Tls. 65.30 May

Local Yarn for Standard, 16's
Tls. 196.50 April

Local Yarn for Standard 20's
Tls. 225.50 April
Tls. 224.50 May
Tls. 223.40 June
Tls. 221.50 July
Tls. 222.00 August

Water Moon 16/20's
Tls. 216.00 April
Tls. 215.20 May
Tls. 215.50 June

COTTON:

Tung Chow Cotton
Tls. 32.60 May
Tls. 38.00 June
Tls. 33.20 July

Silk Market

Messrs. William Little and Co. write as follows in their report dated March 26:

White Silk.—The market continues to rule quiet but there seems to be a better feeling generally about.

Tsatlee Filatures.—Pegasus, 1, 2, 3, Tls. 890 av. Buffalo, A, B, Tls. 895 av. Red Dragon, 1 and 2, Tls. 895 av. Kung Kee Mars 1, Tls. 480.

Tussah Filatures 8 coc.—Some business was reported at the close of last week on the basis of Tls. 530 av. for Best grades.

Rubber Prices

Messrs. J. A. Wattie and Co. have received the following telegram from Messrs. Barker and and Co., Ltd., London, dated 19th instant.

Average Spot price standard quality Ribbed Smoked Sheet 2s. 4¾d.

Average Spot price standard quality First Crepe 2s. 4¼d.

Ex warehouse (Singapore) 2s. 5¼; market steadier.

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Mstr. Sheppard, Mr. J. Gray.

Per C.N. s.s. Tatung for Chinkiang: Mr. A. Gace; for Wuhu: Mr. J. Wharton; for Kiukiang: Mr. W. Church; for Hankow: Mr. and Mrs. H. W. Lester and infant, Mr. and Mrs. O. Cunning and child, Mr. and Mrs. O. F. Williams.

Per I-C. s.s. Wingsang for Hongkong: Miss E. Collis, Mr. T. A. Ehtman.

Per C.N. s.s. Yingchow for Tsingtau: Messrs. H. C. Varmun, Mossuctoff.

Per C.N. s.s. Shuntien for Chefoo: Mrs. McMonies; for Tongku: Mr. and Mrs. W. T. Hodge; for Tientsin: Miss Egle, Mr. E. McFalls, Mrs. E. C. Brownwell, Mrs. W. B. Chilton and 2 infants.

Per P.M. s.s. Ecuador for San Francisco: Capt. and Mrs. H. E. Morton, Mr. and Mrs. E. O. Baker, Mr. and Mrs. W. E. Row, Mr. and Mrs. S. J. Hicks, Mr. and Mrs. J. P. Babcock, Rev. and Mrs. C. L. Storrs, child and infant, Mr. and Mrs. F. A. Foster, Mrs. Ross, Misses Mary Ross, Ann and Shirley Ross, Mr. and Mrs. Juline Rosenfeld, Mr. and Mrs. G. L. Treadwell and infant, Messrs. F. C. Charman, A. S. Goldsmith, H. Hofmann, W. H. R. Dick, K. Aagesen, G. T. Armstrong, H. A. Solomon, S. S. Marshall, M. J. Forrest, Wm. T. Orr, W. A. Wilson, A. K. Hager; for Kobe: Messrs. O. J. Kennedy, Vidich, Lipkovsky, H. H. Cranston; for Yokohama: Mrs. G. M. Malcolm, Mr. and Mrs. Jack Mason.

Passengers Arrived

Per I-C. s.s. Kutwo from Hankow: Mr. and Mrs. A. Crosbie and 2 children, Mr. W. Crosbie.

Per C.N. s.s. Poyang from Hankow: Mr. Mangras.

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THE MANAGEMENT.

BOLSHEVIKI WORK OUT OF HOLLAND

Bureau Set Up There To Spread Revolt Through Europe And America

SPRING ATTACK EXPECTED

Conference Of Radicals In Amsterdam Discusses Possibilities

The Hague, February 15.—It is considered a somewhat strange coincidence that the very day the Transport Workers' strike is declared an important secret of an international Bolshevist conference and plot comes to light. It has been long known that much international underground work has been carried on in Holland and the fact that the dikes may break and Bolshevism sweep Holland off her feet has been monopolising statesmen, politicians and financiers' attention for some time much more than the question of extradition. Many people here think this is the deciding year of the war and that unless something drastic is done Bolshevism will sweep over Europe like a tidal wave, enlarging its army as it advances toward Western Europe.

Information collected from reliable agents in Russia leaves no doubt that the Bolsheviki are preparing an enormous offensive against Poland for early in the Spring, that negotiations with England are only in order to gain time, and then, Poland undermined by propaganda, can not resist the Soviet army of 2,000,000. The Bolsheviki are hoping to enter Germany through Poland and a glance at the map shows the strategical tactics. The northern and southern flanks of Poland are already held as in a claw. If the army once reached Germany not only the Independent Socialists but thousands of Germans who are now afraid to show their colors would join the Red ranks, especially as the Soviets would then declare war against Entente capitalism and the Peace Treaty. In the best informed circles here these possibilities are faced, although it is impossible to say how far they are an echo from Germany, where there is an effort afoot to induce the Entente to send a large army into Russia and afterwards exploit the latter's natural resources on a large international scale.

The international Soviet conference which was carried on in Amsterdam the last few days discussed freely all these possibilities. Lenin, it appears, is striving for more internationalism than the Russians, Letts, Poles, Chinese and prisoners which were represented on the third International, so he sent one of his officials, a certain Rutgers, to Holland to create "reaction in peaceful Holland" to reconstruct the third International and to prepare a Bolshevist conference for Western Europe and America. The propaganda has covered such points as trades unions and soviets, antimilitarism and the Red army, communications, courier service, bulletins, press and rapid service, spies and finance. Among the resolutions were declarations to the Western European and American proletariat. A motion regarding Germany and America was passed and freedom of travelling, passports, censors, spies, etc., were discussed.

The Soviet Government has put quantities of diamonds, pearls and other precious stones to the value of 20,000,000 rubles at the disposition of the Netherlands bureau, which will have the special duty of distributing propaganda and the duty to support every strike which has a revolutionary character. The bureau will be directly under Lenin and sub-bureaus are to be established in America, East Africa, Spain and Mexico. Every three months the countries belonging to the bureau will send a representative to Holland.

During the discussions it was stated that Soviet Russia, being non-militarist, was obliged to commence an offensive owing to the Entente's aggressive policy.

"The Red army is coming to free the proletariat of Poland and Russia and as the army approaches Holland workmen must join in like brethren . . . further they must force capitalism to conclude peace with the Soviets and thus hasten, the world revolution."

The meetings were mostly held in the Dutch revolutionary, Wynkop's house, who also is a member of the Parliament. Representatives of England (Sylvia Pankhurst), America, Germany, Switzerland, the Netherlands, Indies, Russia, Belgium and Hungary attended. The police have been watching Wynkop's house for some time. Several arrests have been made and many foreigners put across the border in the last few days. An appeal was also made to workmen for an international strike movement.

"If the revolution breaks out in Germany or elsewhere the international proletariat must be ready for a general strike, especially transport workers in America, England, France and Italy."

THE PEARL OF THE ORIENT
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Dinner Dance Surprise

A Souvenir for every lady diner

Book your reservations in advance

Paul O. Arnswalde,
Manager

PARIS ACTRESSES ABANDON DUEL

Friends Of Mme. Renouardt And Mlle. Tambour Decide Former Has No Grievance

INSULT WAS TO SUBSTITUTE

Woman In Disguise Received Ill-Smelling Flowers—Presenter Freed

Paris, February 8.—After all there will be no duel between friends of Mme. Jane Renouardt and Mlle. Clara Tambour. Their seconds have met and discussed the affair and have decided that an insult offered by one woman to another cannot be construed into an affair of honor between their friends. So ends in anticlimax the drama which for two weeks has formed endless gossip in Paris theatrical circles.

The story was told in the courts since it could not be finished on the field of honor. Some weeks ago, it went, Mme. Renouardt was told that a rival of the stage had planned a dreadful insult for her as she was entering the theater. A youth had been bribed to offer her two bunches of flowers as she stepped from her automobile. One was fair and fragrant, the other inclosed some evil smelling substance which would pollute the memory, as well as the clothes, of the actress.

Forewarned, Mme. Renouardt forearmed herself and while a friend disguised in her clothes took her place in the automobile, two detectives waited at the door of the theater for the presenter of the flowers. Friends of both sides arrived to see the drama and Mme. Renouardt herself, heavily veiled, hid in a doorway to see what would happen.

The automobile arrived and as the substitute stepped out a lad with flowers presented them with some one's compliments. But while he still held them the detectives closed in on him. Friends of those who had planned the insult faded away into neighboring streets. Their agent was let off with a warning by the Judge as he made full confession that he had no other interest in the matter than to earn the 100 francs which had been promised him. And now justice is seeking for the principals but cannot quite decide whether after all it ought to mix in so intimate a matter.

The Hand-Made Hero :-: By S. E. Kiser

Sim Satterlee had never known a disposition to be wild;
As soon as he could walk alone he learned to be a peaceful child.
He never fought with other boys or brought his mother any fears;
His conscience was untroubled when he reached his adolescent years;
He'd never tortured any cat or filled a neighborhood with dread,
Or thrown a snowball at a hat upon a worthy deacon's head.

His teachers always gave him praise, because he learned his lessons well;
He shunned the wide and wicked ways and passed where others paused and fell;
He never even smoked or swore, his speech was clean, his heart was kind;
All games of chance he shunned and spurned amusement that was not refined;
He couldn't find a bit of fun in jokes that might cause others pain—
It will be seen that Simeon gave no one reason to complain.

Don't think, because he wasn't rough, that Sim was puny and afraid;
He kept his muscles hard enough, by fear he never had been swayed,
And he was rather handsome, too, but nearly every girl in town,
For certain reasons that to you may seem capricious, turned him down.
They seemed to think he was too good; behind his back they laughed at him—
Perhaps if he had understood it might have made a change in Sim.

One day a woman with a tongue, for spite or something just as mean,
Began to circulate a tale concerning things she'd heard or seen.
It was about Sim Satterlee and Mary Mills, the milliner,
Though Mary was all right, and he had never even winked at her.
The sinful story spread and grew, as stories of that wind will grow,
And Mary, in a month or two, was forced to pack her things and go.

The boys, believing Sim was wild, refused to listen when he spoke;
He made denials, but they smiled, and thought it all a bully joke.
Before he knew it he'd become a hero, though it made him sad.
To think of Mary Mills and of the sinful treatment that she'd had.
Old ladies call Sim Satterlee a scamp and pass him with a frown.
But if he had the wish to he could marry any girl in town.

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WE manufacture different grades of Refined Salt for DOMESTIC purposes as well as for EXPORT. If you have any idea of buying a large quantity of salt, it will pay you to make inquiries from us.

CHIU TA SALT REFINING CO.
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Telegram No. 2639: Cables: "CHIUTA TIENTSIN"

CARDINAL LOGUE MOURNS IRELAND

In Lenten Pastoral, Primate Says Calamities Are Greater Than In Living Memory

CRITCISES BOTH SIDES

Drastic Repression By England Is Met By Unjustifiable Crime —It Cannot Last

Belfast, February 15 (Associated Press).—Cardinal Logue, in his Lenten pastoral to the Archdiocese of Armagh, says:

"Not within living memory can we find in Ireland such calamitous conditions as exist at present—drastic repression on one side and retaliation on the other, a military regime rivalling in severity even that of countries under the most pitiless autocratic government, vindictive sentences out of all proportion to alleged transgressions, letters cachet for arbitrary arrests more frequent than in pre-revolutionary France, deportations such as raised a wild cry of reprobation against Germany when it was in military occupation of Belgium.

"These and similar acts of power cannot fail to create exasperation, recklessness, despair and general disorder.

"On the other side there is retaliation, lawlessness and crime such as any man guided by God's law must regret and reprobate. Crime can never aid us in the assertion of our rights. On the contrary we find it our greatest obstacle. It alienates sympathy, creates prejudice, mars the fair fame of our country, discourages our friends and strengthens the hands of our enemies, and furnishes still greater oppression and tends to justify the wrongs we suffer from.

"However we may suffer for the present, we may console ourselves by the conviction that this state of things cannot last. It cannot stand in the light of public opinion. Force cannot be a substitute for good government. It has failed more than once, even in the memory of the present generation, involving in its failure the political doom of its advocates.

"If the prediction of General Smuts is not to be verified, England shall sooner or later find it to her interest to commit the destinies of this country to some enlightened statesman who will rely more on justice and good government than on political strategy."

Lieut.-Gen. Jan Christian Smuts, Premier of South Africa, a former member of the British War Council and of the British Peace Delegation, in a farewell message issued at London last July prior to his return to South Africa, said that the most pressing of all the questions concerning the British Empire and the dominions was the Irish question.

"It has become a chronic wound," he declared, "whose septic effects are spreading through our whole system, and through its influence America is beginning to poison our most vital foreign relations.

"Unless it is settled on the great principles which form the basis of this Empire, this Empire must cease to exist.

"Our statesmen in Paris dealt with racial problems resembling that of Ireland, and in every way as difficult as the Irish problem, and they may not shirk from applying to Ireland the same medicine they applied to Bohemia and many another part of Europe."

Doughboy's Dollar In Coblenz 100 Marks

Coblenz, Feb. 3.—The rate of exchange for the pay of American soldiers in the occupied territory has been fixed at 100 marks to the dollar, giving the doughboys 3,000 marks monthly. This is considerably more than the pay of any German official in Coblenz.

When the Americans first went to the occupied regions they received 18 or 20 marks to the dollar.

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28198

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Novelties never seen before in the Far East
Call round at Marcel's and see for yourself

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28541

NOTICE.

On Friday, Saturday and Sunday of this week, the Olympic Theater is showing a film illustrating the manufacture of Walk-Over shoes. The whole process of manufacture is shown and gives a good idea of the care and workmanship which is put into every boot or shoe which leaves the company's factories.

E. D. Alexander,
Manager, The Walk-Over Shoe Store

28628

The Chinese Benevolent Association
271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket
First Prize $50,000.00

Issued under the authorisation of the Government of the Republic of China on the 8th July, 1918.

To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on March 31st, 1920.

One tenth of each ticket will be sold at $0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

Price for Whole Tickets: $5.00

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

The Chinese Benevolent Association

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

NOTICE

The undersigned hereby give notice that a Special Meeting of Ratepayers will be held in the Town Hall on Wednesday, April 7, at 1.45 p.m., when the following Resolution will be proposed:—

RESOLUTION.—That the Bye-law published in the Municipal Gazette on March 25, 1920, be passed and approved, and that such Bye-law be numbered XXXVA.

Proposed by:
E. C. PEARCE.
Seconded by:
A. BROOKE SMITH.

Shanghai, March 26, 1920.

A. E. Algar
W. A. Argent
H. Arnhold
F. Ayscough
A. W. Burkill
A. S. Campbell
E. E. Clark
B. A. Clarke
W. Wakeford Cox
Edward I. Ezra
W. T. Findley
R. E. S. Gregson
Cecil Holliday
Robert S. Ivy
W. S. Jackson
P. W. O. Liddell
M. H. Logan
J. F. Macgregor
C. G. S. Mackie
P. W. Massey
Reginald F. C. Master
Duncan McNeill
R. B. Moorhead
Gordon Morriss
E. Nissim
M. Nodaira
E. W. Noel
Jas. H. Osbone
R. M. Saker
E. Samson
Cecil R. Slowe
W. C. Sprague
R. E. Stewardson
G. H. Stitt
J. H. Toesdale
T. E. Trueman
Reginald N. Truman
G. H. Wright

28658

NOTICE OF REMOVAL

We beg to announce that we will remove our offices and showroom rom 6 Jinkee Road to 37B Canton Road (China Press Building, 2nd Floor) on the 1st of April, 1920.

Telephone Central 1195
ASIA ENGINEERING AND CONTRACTING CO.

28607

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Reliable Japanese woman for sewing and washing.

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27740

Kuling Passenger Season

SPECIAL HOLIDAY RATES

The public are hereby notified that a reduction of 20% will be granted on return tickets *only* from Shanghai and all Lower and Upper Yangtsze and Tungting Lake Ports to Kiukiang, for steamers sailing on and after 1st May, and leaving Kiukiang not later than the 30th September.

The Missioary reduction of 10% will not apply on these tickets, but Missionaries will be allowed the customary 10% off single tickets.

Passengers holding these special holiday tickets will not be entitled to the option of travel on the Shanghai Nanking Railway or of breaking their journey at any intermediate River Ports.

THE CHINA NAVIGATION CO. LTD.
THE CHINA MERCHANTS S. N. Co.
THE INDO-CHINA S. N. Co.
THE NISSHIN KISEN KAISHA.

Shanghai, 26th March, 1920.

28637

MUNICIPAL INVESTMENT BANK

INTEREST ON DEPOSITS

From March 6, 1920, and until further notice, interest at the rate of

7 PER CENT. PER ANNUM

will be allowed on deposits.

28573

Shanghai Sumatra Tobacco Company, Limited

Notice to Shareholders

NOTICE is hereby given that the eighteenth Annual Meeting of Shareholders will be held in the Board Room of the China Mutual Life Insurance Co., Ltd., 10, Canton Road on Wednesday the March 31st, 1920, at 3.30 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of accounts, for the year ended 31st October, 1919.

The Transfer Books of the Company will be closed from the 24th to the 31st March, 1920, both days inclusive.

By order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 16th March, 1920.

28470

NAAMLOOZE VENOOTSCHAP

Maatschappij Tot Mijn-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual Meeting of Shareholders will be held in the Board Room of the China Mutual Life Insurance Co., Ltd., 10 Canton Road, on Monday, the 29th March, 1920, at 4 p.m.

The Transfer Books of the Company will e closed from the 22nd to the 29th March, 1920, oth days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents

Shanghai, 6th March, 1920.

28273

NAAMLOOZE VENOOTSCHAP

Maatschappij Tot Mijn-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the Offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Thursday, 29th April, 1920.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 6th March, 1920.

28274

Kailan Mining Administration Household Coal

On and after March 9th the price of Household Coal will be $13.00 per ton delivered to private houses only within the Settlement limits. Apply, cash with order, Household Coal Department, No. 1 Jinkee Road.

28161

FRESH MILK
delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
89 Avenue Dubail
Tel. C. 2175

Tel. C. 2768
PROF. I. K. SETO
TURKISH-BATH
and
Massage Establishment
Cor. of Nanking and Szechuen Rd.
Practised 15 years in U.S.A.
Practised 3 years in Shanghai

Dr. R. Holper M.D

Specialist in Venereal, Skin and Internal Diseases.
85 Szechuen Road
(Corner Nanking Road)

Office hours: 11-1 and 4-6.
Tel. North 1816.

27310

HONMA HOSPITAL
No. 8A Miller Road.
Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

Just Arrived
THE WHITE SEWING MACHINE

The improvements made in the new WHITE SEWING MACHINE are just the points that that you have long been waiting for. Call to see them and prove what a WHITE SEWING MACHINE can really do.

For sale at a very reasonable price.

LIENGYI MERCANTILE CO.
Cor. Szechuen and Soochow Roads.
Phone C. 2683.

28634

FOOCHOW

The San Peh Co's Steamer Ning Shin Captain Augestad will leave from the Ningshao Wharf, Chinese Bund Nantao, on Tuesday the 30th Inst. at about 6.00 p.m. This Steamer has extra large cabins with all the conveniences of a mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or Passage, apply to the office of the Company, No. 16A, Peking Road. Telephones:—Freight C. 1520 Passage C. 3283.

28653

Shanghai Civic League

A Meeting to which the public is invited will be held under the auspices of the Civic League in the Royal Asiatic Society's Lecture Hall, 5, Museum Road, on Monday, March 29, at 5.15 p.m., when the following subjects will be brought before the Meeting:

"THE CASE FOR CHINESE REPRESENTATION ON THE COUNCIL"

Presented by
MR. C. T. WANG.

THE CONSULTATIVE COMMITTEE

Presented by
MR. A. J. HUGHES.

Chair to be taken by Mr. Cecil Holiday.

The Public Meeting will be followed by a General Meeting of the League, whose object shall be the adoption of a constitution and the election of officers and an Executive Committee.

Gilbert R. Peet,
Acting Hon. Sec. and Treasurer.

28642

MA CHANG KEE
(Established 1870)

Dealer in all kinds of porcelain, brass and bamboo wares, curios, emeralds, jades, cornelians and gems of all sorts, etc.

All goods sold by us are guaranteed, and articles found to be imitations can be returned within six months of purchase.

Address:
No. 76, Rue Brodie A Clarke, French Concession, Shanghai.
Telephone Central 3157.

27452

MUSK
(TONQUIN)

When you are interested in Musk and are prepared to pay for samples, Please write to Box 474 care of The China Press.

KINGMAN & BROS.

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operation on modern scientific principles, and supply:

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

TEL. CENTRAL 515
40, Szechuen Road, Shanghai.

The Oriental Cotton Spinning and Weaving Co., Ltd.

Notice is hereby given that the Annual General Meeting of the Oriental Cotton Spinning & Weaving Company, Limited, will be held in the Board Room of the China Mutual Life Insurance Co., Ltd, 10 Canton Road, on Wednesday, the 31st day of March, 1920, at 4 o'clock in the afternoon.

Notice is also given that an Extraordinary General Meeting of the Oriental Cotton Spinning & Weaving Co., Ltd., will be held immediately after the Annual General Meeting, when the Resolutions as circulated to Shareholders will be proposed as Extraordinary Resolutions.

The Transfer Books of the Company will be closed from the 29th to the 31st day of March, 1920, both days inclusive.

Proxies to be valid must be lodged at the Company's Offices, not less than 48 hours before the time of holding the Meeting.

By order of the Board of Directors.
ARNHOLD BROTHERS & CO., LTD.
General Managers.

28587

NOTICE

The undersigned hereby give notice:

That a Public Meeting of Ratepayers will be held in the Town Hall on Wednesday, April 7, 1920, at 2 o'clock p.m. previsely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1919, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 16, 1920.

D. SIFFERT,
Consul-General for Belgium.
T. RAASCHOU,
Consul-General for Denmark and Acting Consul-General for Sweden.
E. D. H. FRASER,
Consul-General for Great Britain.
V. GROSSE,
Consul-General for Russia.
G. DE ROSSI,
Consul-General for Italy.
K. YAMASAKI,
Consul-General for Japan.
E. S. CUNNINGHAM,
Consul-General for the United States of America.
R. REAU,
Consul-General for France.
S. STECKMEST,
Acting Consul-General for Norway.
J. A. SCHUURMAN,
Consul for the Netherlands.
ANTONIO M. DA SILVA,
Acting Consul-General for Portugual.
HUGO REISS,
Consul for Brazil.
JULIO PALENCIA,
Consul for Spain.

28445

Dr. M. N. Katzen, M. D.
Consulting hours: 12—2 p.m. and 5—7 p.m.

Dr. S. S. Shpilberg, M.D.
Consulting hours: 10—12 a.m. and 3—5 p.m.
Office: 12, NANKING ROAD
Telephone Central 3214
Residence: 45, BOONE ROAD
Telephone North 2035

27802

Dr. Oks, M. D.
Specialist for diseases and operations of eyes, ears, throat and nose.
9-11 a.m. and 1-4 p.m.
3 Kiukiang Road. Tel. C. 1801.

28284

Dr. E. G. Lobzowsky
DENTIST
Four Years' Practice in New York.
Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.
No. 3 G Peking Road
Tel. Central 1125

WARNING

For the benefit of the buying public we beg to give the following information:

NEW UNDERWOOD TYPEWRITERS

are imported into this country only by the undersigned and the current serial numbers are above:

No. 5 model, above 1,000,000 (one million).
„ 3-12", 14", 16", above 200,000 (two hundred thousand).
„ 3-20", 26", above 60,000 (sixty thousand).

All machines of lower numbers than the above are either REBUILT or SECONDHAND, and the public is hereby warned that REBUILT machines are being offered as new. IF YOU WANT UNDERWOOD TYPEWRITERS, BUY THEM FROM THE MANUFACTURER'S AGENTS, AND BE SURE YOU GET MACHINES AS REPRESENTED.

New No. 5 models, $175.00, less 5%.
„ „ 3-14" „ 200.00, „ „
Rebuilts 125.00, nett.

DODWELL & Co., Ltd.
UNDERWOOD TYPEWRITER DEPARTMENT.
44A, Kiangse Road, Central 3805.
28623

NEW BOOKS
Just arrived from America and Paris

Bentley's Complete Phrase Code Book (New Edition) $20.00
Western Union Telegraphic Code (Universal Edition) 30.00
The New Supreme Webster's Dictionary (Full Leather) 3.00
English-Russian and Russian-English Dictionary (By M. Galouinsky) 7.90
Cassell's New Dictionary of French-English and English-French 3.00
Peking Dust (By Ellen N. Lamattie) 2.25
French Newspapers 6.10

FOR SALE AT
CHOW TZU KONG BOOKSTORE
111 Szechuen Road Shanghai 周慈康西書社

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.

Telephone: Central Nos. 2385 and 4066.

H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Wong Yue Chong Egg Factory, Hsin Chong.

Tel., Central 2036

Dr. FRED M. GENSBURGER
Eye Specialist

Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

EASTER EGGS

We have the BEST & largest variety of
CHOCOLATE EGGS, CANDIED EGGS, FONDANT EGGS, NESTS, ETC.
to select from
HOT BUNS

Good Friday—2nd April, 1920

BUNS plain spiced spiced with currants BUNS
60 cents dozen

SWEETMEAT CASTLE Telephone C. 1218
16, Nanking Road—Entrance, Szechuen Road.

28659

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,900,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Puket
Bangkok	Karachi	Rangoon
Batavia	Klang	Saigon
Bombay	Kobe	Seremban
Calcutta	Kuala Lumpur	Singapore
Canton	Madras	Shanghai
Cebu	Manila	Sourabaya
Colombo	Medan	Taiping
Delhi	New York	(F. M. S.)
Haiphong	Peking	Tavoy
Hankow	Penang	(Lower Burma)
Hongkong	Yokohama	Tientsin
Iloilo		

Shanghai Branch 18 The Bund.

Drafts granted on the above agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager

Banque De L'Indo-Chine

Capital .... Frs. 48,000,000.00
Reserve .... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Poudichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Phom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabea."

Capital .....Yen 10,000,000

Head Office ..... Peking
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T. Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors ... $15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
J. W. C. Bonnar, Esq.
G. M. Dodwell, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
Ross Thomson, Esq.
Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia.

The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital..$12,279,800.00
Reserve Fund ... $1,298,522.60
Special Reserve Fund $1,898,933.68

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interests allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Shanghai, 15th February, 1919.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital £2,000,000
Reserves £481,000

Head office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 8 p.m. Saturday, 10 a.m. to 12 noon.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN Acting Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 891,847.41
Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Min, Sub-Manager.
C. C. Yang, Sub-Manager.

International Banking Corporation

Owned by
THE NATIONAL CITY BANK OF NEW YORK.

Capital & Surplus U.S.$10,000,000
Undivided Profits U.S. $450,000

Head Office:
National City Bank Building,
55 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E.C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
332 Montgomery Street

Branches:

China: Shanghai, Peking, Tientsin, Tsingtau, Hankow, Hongkong, Canton
Manchuria: Harbin
India: Bombay, Calcutta, Rangoon
Japan: Yokohama, Kobe
Java: Batavia, Soerabaya
Philippines: Manila, Cebu
Straits Settlements: Singapore
Dominican Republic: Santo Domingo, San Pedro de Macoris, Sanches, Santiago, Puerto Plata
Panama: Panama, Colon

Branches of THE NATIONAL CITY BANK OF NEW YORK

Argentina: Buenos Aires, Once (Buenos Aires), Rosario
Belgium: Antwerp, Brussels
Spain: Madrid, Barcelona
Brazil: Bahia, Pernambuco, Porto Alegre, Rio de Janeiro, Santos, Sao Paulo
Chile: Santiago, Valparaiso
Uruguay: Montevideo
Venezuela: Caracas, Maracaibo
Siberia: Vladivostok
Italy: Genoa
Porto Rico: San Juar
Colombia: Medellin
Russia: Moscow, Petrograd
South Africa: Cape Town
Trinidad: Port of Spain

Branches in Havana and 21 of the principal cities of Cuba.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

T. G. MARSHALL.
Chief Manager.

中華銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital .. $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund ..... $ 54,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shansi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	S. Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuOsaka	
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.

Tel. Central 1929 Managers' Office
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted Interest allowed on Current Account and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. Zar, Sub-Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society.)
Established 1824.

Paid-up-Capital: Guilders 89,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok-Beton
Padang	Tjilatjap
Palombang	Weltevreden
Pekalongan	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund 81,425.61
Resources 10,000,000.00

Head Office & Branches;
Hangchow, Shanghai, Haimon, and Lanchi.

Domestic Agencies;
Throughout CHINA at principal Cities.

Foreign Correspondents;
London, New York, Amsterdam, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, and Fusan.

Every description of Banking and Exchange transacted.

Drafts issued and telegraph transfers effected.

Commercial Credits established.

Loans and Credits granted on approved securities.

Interests allowed on Current and Fixed Deposits in Pounds Sterling Gold Dollars, Guilders, Yen, Taels, and Dollars according to arrangements.

Modern Safe Deposit Boxes for rent on application.

Savings Deposits at 4% compound interest.

LI MING, Manager.
SHANGHAI BRANCH
U 39 Peking Road.
Telephones: C. 3145, Mgr's. Office.
Telephones: C. 2147, General Office.
CABLE ADDRESS:
"CHINDUSBANK."

THE BANK OF CANTON, LIMITED.

Incorporated 1912

Capital (fully paid)	H.$2,000,000.00
Reserve Fund...	H.$ 400,000.00
Investment reserve fund ...	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis (Mauritius)
Delhi	Kota Bahru	
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

Every description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

Asia Banking Corporation

CAPITAL $4,000,000 SURPLUS $1,100,000
An American Bank
Cable: BANKASIA Tel. S'hai C. 1323

Head Office: New York City
Head Office for the Far East: Shanghai
Corner Kiukiang and Kiangse Roads

Other Branch Offices:
Canton, Changsha, Hankow, Hongkong, Manila, Peking and Tientsin

SIXTH ITALIAN CONSOLIDATED 5% LOAN 1920

We are in receipt of cable advices from Rome to the effect that period of subscription to these Bonds has been extended one month, or until April 10th.

This will give an opportunity to those who have not yet invested in these Bonds to invest and to those who have invested to invest more.

The rate of exchange is very favorable at the present and the issue price of Lire 87.50 being still in effect these Bonds should offer a very attractive investment.

Bonds are in denominations of Lire 100 or multiples thereof and yield 5% interest on the par value which is 5.71% on the issue price.

STOCKHOLDING BANKS
Anglo and London, Paris National Bank, San Francisco Bankers' Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill.
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings & Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

PARK-UNION

FOREIGN BANKING CORPORATION
Fully Paid Capital and Surplus $2,250,000
HEAD OFFICE, NEW YORK
Owned and controlled By
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BRANCHES:
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SHANGHAI BRANCH: 1 Kiukiang Road. Telephone C. 1174

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We shall be pleased to meet you personally, and render you every possible assistance.

Your business is solicited with a pledge that it will be handled with accuracy, promptness and courtesy.

Cable Address: "COMSAVBANK"
K. P. Chen, General Manager.

Provisions Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on March 23, 1920.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	16-20
Cod	,,	16-20
Mandarin	,,	30-40
Mackerel	,,	16-18
Pomfret	,,	30-40
Salmon	,,	18-20
Samli	,,	none
Soles	,,	16-20
Whitebait	,,	25-30
Game, Poultry And Eggs		
Deer	each	none
Duck	each	60-80
Hare	,,	none
Eggs	per doz.	18-20
Fowl	per lb.	20-22
Geese	each	70-$1.00
Partridge	,,	none
Pheasant	,,	none
Pigeons	,,	20-25
Quail	,,	20-22
Snipe	,,	18-20
Teal	,,	16-18
Turkey	per lb.	60-65
Woodcock	each	50-60
Wild Duck	,,	35-40
Wild Geese	,,	50-60
Wild Pigeons	,,	none
Fruit		
Apricots	per lb.	none
Apples	,,	16-20
Bananas	,,	7-8
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	20-25
Oranges	per lb.	10-14
Peaches	per lb.	none
Pears	,,	12-14
Persimmons	,,	none
Peeboes	,,	none
Plums	,,	none
Pumeloes	each	15-20
Pineapples		none
Strawberries	per lb.	none
Walnuts	per lb.	18-20
Vegetables		
Artichokes	per lb.	4-5
Asparagus	per doz.	none
Broad Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	5-10
Carrots	per bunch	3-4
Cauliflower	each	10-20
Celery	per bunch	2-16
Egg Plant	per lb.	6-8
French Beans	,,	20-25
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	,,	12-14
Parsnips	per bunch	6-8
Peas	per lb.	8-10
Potatoes	per picul	$3.50-$4.00
Spinach	per lb.	2-3
Tomatoes	,,	15-20
Turnips	per bunch	1-2
Grain And Flour		
Flour, American	50 lbs.	$3.80
Flour, Australian	,,	$3.50
Flour, Shanghai	,,	$2.50
Rice	200 lb.	8.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	,,	17
Fuel		
House Coal	per ton	Tls. 18.00
Stove Coal	,,	Tls. 22.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. KILNER,
Chief Inspector.

Banque Industrielle de Chine

Capital authorised	Frs. 250,000,000
Capital subscribed	,, 150,000,000
Capital paid up....	,, 75,000,000
Reserve	,, 30,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Perrotte

HEAD OFFICE:
74 Rue Saint Lazare, Paris

BRANCHES:
Marseilles, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton, Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Developement du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts

Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

G. LION,
Manager.

The Bank of East Asia, Ltd.

Authorised Capital	$2,000,000
Paid up Capital	2,000,000
Reserve Fund	200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund.
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

LI TSE FONG,
Manager.

Sailed from Shanghai

For San Francisco
Korea Maru ..... Feb. 26
Venezuela ..... Mar. 3
Standard Arrow .... Mar. 9
Nile ..... Mar. 10
Stanley Dollar ..... Mar. 13
Tenyo Maru ..... Mar. 14
West Sequana ..... Mar. 18

For Tacoma
Javary ..... Feb. 27
Africa Maru ..... Mar. 10

For Seattle
Cross Keys ..... Feb. 27
Kashima Maru ..... Mar. 2
Wheatland Montana .. Mar. 17
Fushimi Maru ..... Mar. 21

For Vancouver
Empress of Russia .. Mar. 14

For Galvestone
West Cheswald .... Feb. 20

For New York
Suveric ..... Feb. 24
Moorish Prince .... Feb. 29
Tottori Maru ..... Mar. 10
Melville Dollar ..... Mar. 19

For London etc.
Pyrrhus ..... Feb. 20
Iyo Maru ..... Feb. 20
Atsuta Maru ..... Mar. 2
Kashmir ..... Mar. 4
Shidzuoka Maru .... Mar. 15
Pembrokeshire ..... Mar. 17
Hyson ..... Mar. 20

For Liverpool
Hector ..... Mar. 18

For Hamburg
Ume Maru ..... Feb. 23

For Copenhagen
Chile ..... Mar. 21

For Genoa
Glenavy ..... Feb. 24
Glenariffe ..... Mar. 4

For Marseilles
Commandant Mages .. Mar. 4
Amazone ..... Mar. 10

For Trieste
Persia ..... Feb. 29
Pilsna ..... Mar. 26

For Bombay
Duners ..... Mar. 13

For Calcutta
Arratoon Apcar ..... Feb. 25
Japan ..... Mar. 11

For Saigon
West Kader ..... Feb. 29
West Irmo ..... Mar. 23

For Singapore
England Maru ..... Feb. 28
Texas Maru ..... Mar. 5
Orteric ..... Mar. 6
Meithven ..... Mar. 18

SEES DRY AMERICA AND WORLD WOE

Austen Chamberlain Remarks Interrupted In Commons With Laughter

INCREASES COST OF SUGAR

Financial Prospects Of Britain Improving Rapidly, Chancellor Declares

London, February 13.—Debate on the address in reply to the King's Speech from the Throne was continued in the House of Commons today, when Sir Arthur H. Steel-Maitland, Unionist, moved an amendment to the address, regretting that the Government's expenditure had been allowed to continue at so high a rate, with consequent depreciation of the national credit and an increase in the cost of living.

Austen Chamberlain, Chancellor of the Exchequer, in reply declared that the Government could not be blamed for the high prices, which were the result of world causes. Among other things, he said, the world's sugar production was short, and because America was "dry" she was using much more sugar.

"To add to the miseries of the world, the United States goes dry," Mr. Chamberlain declared.

A Labor member interrupted with, "For the benefit of the world," to which Lady Nancy Astor added, "and humanity as a whole."

These interjections called forth laughter and cheers.

Mr. Chamberlain continued that because the United States no longer drank alcohol they wanted an immensely increased amount of sugar to compensate. He would not say that the United States should not have gone dry, but the effect was distinctly unfortunate, and he thought that moderate drinkers like himself, who seldom touched sugar, but got his own sugar out of the alcohol he drank, was a good citizen.

Enumerating the conditions necessary to a return to a better state of things, Mr. Chamberlain said that the first was increased production throughout the world. He declared that manufacturers must use improved methods to increase production. Then it would be necessary that the Government halt fresh borrowing on the revenue account. He asserted his belief that the Government had stopped and that the national debt had reached its highest point, the movement henceforth being downward.

Great Britain, the Chancellor said, must fund its floating debt, and then British credit would improve rapidly. As long as there was this vast mass of floating debt it was not correct to say that the Government alone could control inflation—the bankers must cooperate.

The Chancellor said he expected that the financial year would end rather more favorably than he believed when he presented the revised budget last Autumn. Revenues were coming in well and prospects were good. If the country was careful, its resources were sufficient to face its obligations, to establish its equilibrium, to pay its way, to provide a sinking fund and make a substantial reduction in outstanding liabilities, he asserted.

In conclusion, Mr. Chamberlain pointed out that Anglo-American exchange was really European-American exchange and that Great Britain's task would be lightened or rendered more difficult—though its accomplishment would not be prevented—according to the wisdom or otherwise with which other people, as well as those of Great Britain, conducted their affairs in these difficult days.

The amendment of Sir Arthur Steel-Maitland was rejected by a vote of 188 to 44, and the House then adopted the address.

Horatio W. Bottomley, member from South Hackney and editor of John Bull, which periodical has been actively critical of the United States recently, offered in the House today an amendment to the King's speech in which the member deals with the relations between Great Britain and the United States.

Mr. Bottomley's amendment expresses regret "that while in his Majesty's speech there is an assurance of the excellent relations which exist with all our allies, no mention is made of the great Republic of the United States of America and no indication is given of the present condition of the negotiations with that power, either in relation to the Peace Treaty or the League of Nations, by which such treaty is governed, and which, according to his Majesty's gracious speech at the opening of the present Parliament, constitutes the only hope of saving mankind from a recurrence of the scourge of war."

Amusements

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DAILY PROGRAMME

JAPANESE Drama and Comedy

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Special Programme for March 28th

PRESENTING The Sociological Drama

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IN SEVEN ACTS

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"THE CIRCUS KING"

and

"THE BACHELOR'S ROMANCE"

ON MONDAY 29TH.

CHARLIE CHAPLIN and MABEL NORMAND in "PUNCTURED ROMANCE"

SIX PARTS

AMUSEMENTS

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MABEL NORMAND

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The One and Only Chaplin

SIX PART COMEDY

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AND

"HEARTS OF THE WORLD"

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SPECIAL NOTICE

THE undersigned beg to notify the public that they own the exclusive exhibition rights for the territory of China (including Hongkong and Macao) on the "Charlie Chaplin's" Million Dollar Productions and all latest "Goldwyn" Pictures (including Mabel Normand) having their first run at the Apollo Theatre, which must not be confounded with old releases of the above artists.

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With
W. Somerset Maugham's Comedy
PENELOPE

THURSDAY, FRIDAY AND SATURDAY, APRIL 8, 9, 10.
THE MARRIAGE OF KITTY
By Cosmo Gordon Lennox

MATINEE SATURDAY 10TH AT 3 P.M.
PENELOPE

MONDAY, TUESDAY, WEDNESDAY, APRIL 12TH, 13TH AND 14TH,
The Delightful Romantic Comedy
THE DUKE OF KILLICRANKIE
By Captain Robert Marshall.

THURSDAY AND FRIDAY APRIL 15TH AND 16TH.
Hubert Henry Davis' Charming Rural Comedy
COUSIN KATE

MATINEE SATURDAY 17TH AT 3 P.M. AND 9.15 P.M.
Mrs. DOT
By W. Somerset Maugham.

MONDAY AND TUESDAY, APRIL 19TH AND 20TH.
Mrs. DOT

WEDNESDAY AND THURSDAY, APRIL 21ST AND 22ND.
OUTCAST
An Indictment
BY HUBERT HENRY DAVIS

FRIDAY, APRIL 23RD.
AT THE BARN
A Delightful English Comedy by Anthony Wharton.

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PLANS NOW OPEN AT MOUTRIE'S
PRICES: BOXES $30, STALLS $6
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"GRACE and CHARM in the BALL ROOM."

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Your EYES will SPARKLE and you will LAUGH

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Evelyn Nesbit
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6 part Drama

TO-DAY MATINEE
at 3. p.m.
"THE DAUGHTER OF THE WEST"
WITH MARIE OSBORNE

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Admission $2.00 and $1.00

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Hwahta,** will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. **Siangyang Maru,** Capt. J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Monday, March 29,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 16, Canton Road.

HANKOW & PORTS.—The Str. **Kiangyu,** Captain W. Phillip, will leave on **Monday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang,** Captain Carnaghan, will leave from the French Bund on **Monday, March 29,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo,** 2,664 Tons, Captain **Gibb,** will sail for the abovementioned ports from Hunt's Wharf on **Monday, March 29,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Tel. C. 241. Extension to Freight and Passage Department. Outside Office Hours Central 250.

HANKOW & PORTS.—The Co.'s Str. **Tafoo Maru,** Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Tuesday, March 30,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA,** No. 16, Canton Road.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi,** Captain Frazier, will leave from the French Bund on **Tuesday, March 30,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agent French Bund. Freight Tel. No. 77, Passage Tel. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung,** Captain Newcomb, will leave from the French Bund on **Wednesday, Mar. 31,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. **Fengyang Maru,** Capt. S. Takauo, will be despatched from N.Y.K. Mail Wharf on **Wednesday, Mar. 31,** at about 12 o'clock midnight. For Freight or Passage apply to **THE NISSHIN KISEN KAISHA.** No. 16, Canton Road.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Nganking,** Captain J. Cudney, will leave from the French Bund on **Thursday, April 1,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s Chartered S.S. **Hwahlee,** 1,151 Tons, Captain **Lee,** will sail for the abovementioned ports from Hunt's Wharf on **Thursday, April 1,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241. Extension to Freight and Passage. Outside Office Hours Central 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Shengking,** Captain K. E. Tuebben, will leave from the French Bund on **Friday, April 2,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agent French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo,** 3,925 Tons, Captain Findelson, will sail for the abovementioned ports from Hunt's Wharf on **Friday, April 2,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241. Extension to Freight and Passage Department. After Office Hours Central 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking,** Captain G. D. S. Mills, will leave on **Saturday, April 3,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking,** Captain A. E. Edward, will leave on **Monday, March 29,** at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WENCHOW.—The Str. **Hacan,** Captain F. H. Wallace, will leave on **Tuesday** morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The Str. **Kiangteen,** Captain D. D. Ross, will leave on **Tuesday** at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

AMOY & SWATOW.—The Str. **Tungwah,** Captain F. G. Newbery, will leave on **Tuesday** morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Shantung,** Captain Monkman, will leave from the French Bund direct for the above ports on **Tuesday, March 30,** at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning,** Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, April 1,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Str. **Yingchow,** Captain E. B. Simons, will leave from the French Bund on **Saturday, April 3,** at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. **Keelung Maru,** Capt. Y. Yukami, will be despatched from the Co.'s Y'poo Wharf on **April 5.** For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 and 4235.

For Northern Ports

TIENTSIN Direct.—The Str. **Hsinkong,** Captain A. B. Banies, will leave on **Sunday** morning. For Freight or Passage, apply to C.M.S.N. Co.

CHEFOO & TIENTSIN.—The Str. **Hsinming,** Captain Macknion, will leave on **Sunday** morning. For Freight or Passage apply to C.M.S.N. Co.

CHINWANGTAO Direct.—The Kailan Mining Administration, will despatch the S.S. **Kiangping** on **March 28.** For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1115.

NEWCHWANG.—The Str. **Irene** Captain C. E. Nilsen, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien,** Captain McIntosh, will leave from the French Bund on **Tuesday, March 30,** at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINGTAU.—The Str. **Kohoku Maru,** Captain M. Tsubaki, will be despatched from the Co.'s. Y'poo Wharf on **April 1.** For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 and 4235.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Str. **Tungchow,** Captain Harris, will leave from the French Bund on **Saturday, April 3,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. French Bund. Freight Telephone No. 77 Passage Telephone No. 401.

TSINGTAO.—The China Navigation Co.'s Steamer **Chenan,** Captain H. E. Laver, will leave from the Watung Wharf on **Saturday, April 3,** at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

LONDON Via Hongkong, Singapore, Colombo, Portsaid, London Antwery & Rotterdam.—The Str. **Andes Maru,** Captain T. Kamiashi, will be despatched from the Co's No. 9 Buoy on or about **APRIL 1.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 & 4235.

NEW YORK VIA PANAMA, JAPAN PORTS, AND SAN FRANCISCO.—The Str. **Amur Maru,** Capt. J. Hamada, will be despatched from the Shanghai wharf on or about **April 10.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 and 4235.

TACOMA and SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. **Arabia Maru,** Captain T. Saito, will be despatched on **April 11th.** Through Bills of Lading are granted for America ports and overland points connecting with the Chicago, Malwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight of Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 28, 1920

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
TODAY							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Tamba Maru	17.00	..	..	..	..	16.30
TOMORROW							
Hongkong	Shantung	..	17.00	..	..	..	..
Japan, H'lulu, Canada, U. S. A. and Europe via U.S.A.	*Nanking	..	15.00	..	..	..	14.30
Hongkong and Canton	Shantung	21.00	..	..	..	..	21.00
Japan, Canada, U.S.A. & Europe	Nanking	15.00	..	..	..	..	14.30
Vladivostok, Russia and Siberia	Via P. & H.	17.00	..				17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Amoy and Swatow	Tungwah	21.00	..	..	..	..	21.00
H'kong, S. Ports, Straits & Europe via Suez	Banca	17.00	..	..	..	..	16.30
H'kong, S. Ports, Straits Ceylon, India & Europe via Suez	do	..	A16.00	..	..	..	16.00
Wenchow	Haean	21.00	..	..	..	..	21.00
Amoy & Swatow	Tungwah	..	17.00	..	..	..	..
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	17.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, March 30.							
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
W'wei, C'foo, and T'tsin	do	..	14.00	..	..	..	..
Japan, Honolulu, Canada, U. S. A. and Europe via U. S. A.	*China	..	15.00	..	..	..	14.30
Vladivostok, Russia and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan, Canada, U.S.A. & Europe	China	15.00	..	..	..	..	14.30
Japan Ports	Omi Maru	..	17.00	..	..	..	..
Wednesday, March 31.							
H'kong & United Kingdom Via Suez	Andes M.	..	c15.30	..	..	..	..
Thursday, April 1.							
France, etc.	†P. Lecat						
H'kong, S. Ports, Straits. Ceylon, India & Europe Via Suez	Paul Lecat	..	E7.30	..	..	..	..
H'kong, S. Ports, Straits & Europe via Suez	A. Lebon	E7.00	..	..	..	..	..
Amoy, H'kong & C'ton	Sunning	9.00	..	..	..	..	8.30
Amoy and Hongkong	do	..	9.00	..	..	..	..
Friday, April 2.							
Nagasaki and Vladivostok	Simbirsk	..	14.00	..	..	..	13.30

*Specially superscribed corr espondence only.

†Ordinary mails will close at the French Post Office at 8 a.m., registered arcticles at 5.30 on previous day and parcel post at 12 noon March 30.

A Parcels at 16.00
B Letters and boxes with declared value at 7:30 p.m. Parcels at 4 p.m. and money orders at 3 p.m.
C Correspondence marked via Suez.
E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 1 hour 35 minutes later than those closed for the previous night train.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Dec.	2	— Japan	Taiho Maru	Jap.	
Dec.	2	—	Meichuen	Am.	Socony
Dec.	4	— River ports	Lingyun	Chi.	S.P.S.N. Co
Dec.	6	— Chinwangtao	Indigirka		
Dec.	16	— Hankow	Meitan	Am.	Socony.
Dec.	25	—	Kanling	Chi.	
Dec.	25	—	Newchow		
Dec.	31	—	Hungtok	Chi.	
Jan.	15	—	Meihu	Am.	Socony.
Jan.	21	— Japan	Kifune Maru	Jap.	M.B.K.
Jan.	24	—	Saintan		
Feb.	3	— Japan	Orestes	Br.	B. & S.
Feb.	5	— Cruise	Store Nordiske	Dan.	G.N.T. Co.
Feb.	7	— Amoy	Irene	Chi.	C.M.S.N. Co
Feb.	15	— River ports	Tahchuen	Chi.	S.P.S.N. Co.
Feb.	18	— Seattle	West Ivis	Am.	S. & Dix.
Mar.	3	—	Hwahjah	Am.	A. Line
Mar.	6	— Swatow	Esang	Br.	J. M. & Co.
Mar.	6	— Wuhu	Simferopol	Br.	
Mar.	11	— Ningpo	Meinan	Am.	Socony.
Mar.	11	—	Hwahwu	Chi.	C. G. S. S. A.
Mar.	12	— Hankow	Hanping	Chi.	H. Y. P.
Mar.	15	— Japan	Shinsei Maru	Jap.	
Mar.	16	— River ports	Meifoo	Am.	Socony.
Mar.	16	— River ports	Kiangyu	Chi.	C.M.S.N. Co.
Mar.	17	— New York	Westerner	Am.	A. Line
Mar.	19	— Japan	Wollowra	Am.	A. Line
Mar.	19	— Japan	Kiyo Maru	Jap.	Kaiyosha
Mar.	20	— River ports	Anlan	Br.	A.P. Co.
Mar.	22	—	Chienan	Chi.	W. & Co.
Mar.	22	— Hankow	Yenoura Maru	Jap.	M.S.K.
Mar.	22	— Swatow	Cuzco	Ital.	S. & Dix.
Mar.	23	— Chinwangtao	Providence	Br.	K.M.A.
Mar.	23	— River ports	Wooling Maru	Jap.	N.K.K.
Mar.	24	— Foochow	Shinping	Chi.	S.P.S.N. Co.
Mar.	24	— River ports	Tachang Maru	Jap.	N. K. K.
Mar.	24	—	Boston Castle	Br.	Dod. & Co.
Mar.	24	— Liverpool, ports	Peleus	Br.	B. & S.
Mar.	24	—	Astrakan	Br.	A.P. Co.
Mar.	24	— Chinwangtao	Hainkong	Chi.	C.M.S.N. Co.
Mar.	25	— Japan	Toyohashi M.	Jap.	M.B.K.
Mar.	25	— Hongkong	Kwongsang	Br.	J.M. & Co.
Mar.	26	— Foochow	Tungshin	Chi.	N.S.S.N. Co.
Mar.	26	— Japan	Tungus	Rus.	S. H. & Co.
Mar.	26	— Tientsin	Haimming	Chi.	C.M.S.N. Co.
Mar.	26	— Tientsin	Nancy Moller	Chi.	M. & Co.
Mar.	26	— Hongkong	Abercos	Am.	A. Line
Mar.	26	— Hongkong	Hwahkuei	Chi.	
Mar.	26	— River ports	Ningshao	Chi.	N.S.S.N. Co.
Mar.	26	— River ports	Waishing	Br.	J. M. & Co.
Mar.	26	— River ports	Wuchang	Br.	B. & S.
Mar.	26	— River ports	Tafoo Maru	Jap.	N. K. K.
Mar.	26	— Wenchow	Haean	Chi.	C.M.S.N. Co.
Mar.	26	— Chinwangtao	Buzen Maru	Jap.	K.M.A.
Mar.	27	— Japan	Nissei Maru	Jap.	M.B.K.
Mar.	27	— Japan	Wakamatsu M.	Jap.	M.B.K.
Mar.	27	— Manila	West Harts	Am.	Dollar Co.
Mar.	27	— Cruise	Liuhsing	Chi.	Customs
Mar.	27	— Seattle	West Ivan	Am.	A. T. Co.
Mar.	27	— River ports	Hwahta	Chi.	C.M.S.N. Co.
Mar.	27	— River ports	Kutwo	Br.	J. M. & Co.
Mar.	27	— River ports	Poyang	Br.	B. & S.
Mar.	27	— River ports	Siangyang M.	Jap.	N. K. K.
Mar.	27	— Portland	Pawlett	Am.	A. Line
Mar.	27	— Japan	Katsu Maru	Jap.	M.S.K.
Mar.	27	— Seattle	Eldridge	Am.	A. Line
Mar.	27	— Foochow	Tungwah	Chi.	C.M.S.N. Co.
Mar.	27	— Kobe	Banca	Br.	M. M. & Co.
Mar.	27	— Hongkong	Ecuador	Am.	P.M.S.S. Co

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
P. & O. B.I.	Mar. 15	Bee	Br. gun-boat
M. M. B.	Nov. 11	D'Estrees	Fr. cruiser
O.W.	Mar. 24	Hawkins	Br. cruiser
R.N.B.	Mar. 26	Kinsha	Br. gun-boat
S'chow Creek	Oct. 29	M. A. S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M. A. S. 227	Ital. sub-chaser
Y. P. D.	Jan. 10	Quiros	Am. gun-boat
O. D. W.	Feb. 17	Toba	Jap. gun-boat
I. G.	Mar. 4	Uji	Jap. gun-boat
O.D.W.	Mar. 4	Woodcock	Br. gun-boat

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "WUCHANG" ..... sails midnight, March 27th.
S.S. "POYANG" ..... sails midnight, March 29th.
S.S. "LUENYI" ..... sails midnight, March 30th.
S.S. "WOOSUNG" ..... sails midnight, March 31st.
S.S. "NGANKIN" ..... sails midnight, April 1st.
S.S. "SHENGKING" ..... sails midnight, April 2nd.
S.S. "CHUNGKING" ..... sails midnight, April 3rd.
Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "SHUNTIEN" ..... sails March 27th, at 10 a.m.
S.S. "FENGTIEN" ..... sails March 30th, 3 p.m.
S.S. "TUNGCHOW" ..... sails April 3rd, 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "TEAN" ..... sails March 27th, at daylight.
S.S. "SHANTUNG" ..... sails March 30th, 8 a.m.
S.S. "SUNNING" ..... sails April 1st, 10 a.m.
S.S. "YINGCHOW" ..... sails April 3rd, 11 a.m.
Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "CHENAN" ..... sails April 3rd, 11 a.m.

FOR ANTUNG
S.S. "PAOTING" ..... sails March 30th, daylight

FOR NINGPO.
S.S. "HSIN PEKING" ..... sails March 6th, at 11 a.m. Wednesday and Friday.

FOR NEWCHWANG
The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

BUTTERFIELD & SWIRE,
Agents.
French Bund.

Tel. Nos:
Passengers: Central No. 401.
Freight: Central No. 77.

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR EUROPE Hongkong, Singapore, Colombo, Portsaid, Marseilles, London, Antwerp, Rotterdam and Hamburg.

	Tons	Capt.	Arrive	Leave.
*ANDES MARU	15,000	T. Kamiashi,	Mar. 30	April 1

This steamer will not call at Marseilles.

FOR NEW YORK via PANNAMA Japan ports, San Francisco, Panama, New York

*AMUR MARU	15,000	I. Hamada,	April 8	April 10

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

ARABIA MARU ...	18,000	T. Saito,	April 10	April 11

FOR HONGKONG

AFRICA MARU	18,000	H. Yamamoto,	May 11	May 12

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

KOHOKU MARU	5,000	M. Tsubaki,	Mar. 30	April 1

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

*KEELUNG MARU ...	3,000	Y. Fukami,	April 3	April 5

Passage to Europe or America will not be booked at this port

The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai. Tel. Nos. C. 4233, 4234 and 4235.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE
FOR SEATTLE

S.S. "ELKTON" ..... Sails APRIL 1
S.S. "ELDRIDGE" ..... Sails About " 20

FOR PORTLAND

S.S. "PAWLETT" ..... Sails About APRIL 15

Through Bills of Lading issued to all United States and Canadian Overland Points.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
53 SZECHUEN ROAD.
JOHN J. GORMAN, GENERAL AGENT.
GEO. A. HEVBURN, ASST. GEN. AGENT.
Telegraphic Address—ADMIRALINE.
Telephone, Central 1471

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 53, Szechuen Road

PACIFIC MAIL S.S. CO
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
SAILINGS FROM SHANGHAI (subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	Mar. 27	S.S. Colombia	Apr. 3
S.S. Colombia	Apr. 24	S.S. Venezuela	May 1
S.S. Venezuela	May 22	S.S. Ecuador	May 29

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

CARGO STEAMERS

	Due at Shanghai about	Leave for San Francisco
WEST NIGER	March 27	April 22
WEST INSKIP	April 8	May 4

EAST INDIA SERVICE
SAILINGS FROM MANILA (subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Santa Cruz	Apr. 11	S.S. Colusa	May 9

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
BALTIMORE SERVICE
Sailings from San Francisco via Central America, Panama Canal, Puerto Colombia and Havana
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

SHINYO MARU	April 4, 1920
KOREA MARU	May 6, 1920
TENYO MARU	May 27, 1920

FOR HONGKONG

TENYO MARU	May 13, 1920

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.
North China Insurance Co.'s Buildings
Telephone No. 3229.

STRUTHERS & DIXON
INCORPORATED
Amalgamated with
COSMOPOLITAN SHIPPING CO. NEW YORK
GREEN STAR LINE NEW YORK
TRANS-PACIFIC SERVICE

Due INWARD		Sailing OUTWARD	
Steamer	Date	Steamer	Date
Elkhorn*	Mar. 25	West Cactus*	Apr. 1
West Segovia†	Apr. 17	Elkhorn*	" 11
West Cahokia*	" 30	West Cahokia*	" 25

(If inducement offers)

* San Francisco † Seattle
Through B/Ls issued to all Overland Points in U.S.A. and Canada
ATLANTIC & GULF PORTS VIA PANAMA SERVICE

Due INWARD		Sailing OUTWARD	
West Moreland*	Apr. 15	West Moreland*	Apr. 17
Hembrie	April 30	Hembrie†	May 4
Editor†	Apr. 30	Editor†	May 4
and Fortnightly		and Fortnightly	

* Baltimore † New Orleans
For rates, space or other particulars, apply to
EXECUTIVE OFFICE FOR THE FAR EAST, Shanghai, China.
SHANGHAI OFFICE, 7, Jinkee Road, Tel. Central 2557.
L. EVERETT, VICE-PRES. J. S. EMENS, AGENT
Telegrams "DIXSTRUTH"

CHINA MAIL S.S. CO., LTD.
Passengers and Freight
S.S. "NANKING" (15,000 TONS)
S.S. "NILE" (14,000 TONS)
S.S. "CHINA" (10,200 TONS)
(SUBJECT TO CHANGE)
SAILINGS FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

†S.S. "NANKING" ..... MARCH 29th
*S.S. "CHINA" ..... MARCH 30th
S.S. "NILE" ..... MAY 18th
*Will omit Yokohama and Honolulu
†S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT

S.S. "NILE" ..... MAY 5th
S.S. "CHINA" ..... MAY 10th
S.S. "NANKING" ..... MAY 23rd

For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773 Cable Address: "CHIMAIL"

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles, London and Antwerp:—

	Tons		
KAGA MARU	12,500	Capt. N. Segawa,	April 1
YOKOHAMA MARU.	12,500	Capt. K. Okamoto,	April 12

EUROPEAN LINE CARGO SERVICE.

For Portsaid, London, Antwerp, Rotterdam and Hamburg via ports:

For Portsaid, Marseilles and Liverpool, via ports.

For London, Antwerp, Rotterdam, and Hamburg via ports:—

DAKAR MARU	13,000	Capt. M. Furuhashi,	Mar. 29
WAKASA MARU ...	12,500	Capt. M. Goto,	Beginning of May

AMERICAN LINE

For Nagasaki, Kobe, Yokohama, Victoria, and Seattle:—

TAJIMA MARU	15,000	Capt. T. Araki,	April 2
KATORI MARU	21,000	Capt. E. Tozawa,	April 17
SUWA MARU	21,000	Capt. R. Shimidzu,	May 6

NEW YORK VIA PANAMA

GENOA MARU	13,000	Capt. K. Ogura,	April 19

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU ...	7,000	Capt. K. Inatsu,	April 2
YAMASHIRO MARU	7,000	Capt. T. Terada,	April 9
KOKURA MARU ...	4,500	Capt. S. Ito,	April 13

FOR JAPAN

TAMBA MARU	12,500	Capt. K. Itsuno,	Mar. 30

SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).

OMI MARU	7,000	Capt. S. Kishimoto,	Mar. 31
TAKESHIMA MARU..	4,500	Capt. K. Kobayashi,	April 3
KUMANO MARU ...	9,500	Capt. S. Sasaki,	April 7
YAWATA MARU	7,000	Capt. Y. Shinomiya,	April 10

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Mar. 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	April 16

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila).

NIKKO MARU	10,000	Capt. G. Yamasaki,	April 21
AKI MARU	12,500	Capt. S. Shibata,	May 19
TANGO MARU	14,000	Capt. M. Nishimura,	June 23

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

I. MATSUDAIRA, Manager, Nippon Yusen Kaisha,

Tele. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG

	WEST BOUND arrive Shanghai	EAST BOUND leave Shanghai
WEST IVAN	in port	April 20
WEST JESTER	April 16	May 19
STANLEY	May 14	June 15
MAQUAN	June 11	July 13

Operated for account of UNITED STATES SHIPPING BOARD

For rates and particulars apply to

AMERICAN TRADING COMPANY

AGENTS

53 SZECHUEN ROAD Telephone Central 944

CHINA-AUSTRALIA STEAMSHIP CO.

Sailing to Australian Ports from Hongkong Via Manila and Sandakan

Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

Trans-Shipments to New Zealand and South Sea Islands.

The up-to-date steamship

"Victoria" - - - - - about May 15th

"Gabo" - - - - - about June 10th

(*Cargo only)

SPECIAL SAILING FROM SHANGHAI.

s. s. HWAH-PING

leaves Shanghai for above ports

On or about April 3rd

(Subject to Alteration)

Steamers fitted throughout with electricity, all up-to-date equipment for passengers' comfort and convenience. Excellent cuisine. Wireless.

For particulars regarding freight or passage apply to

The Wing On Co. (Shanghai), Ltd.

AGENTS

Tel. Cent. 2727 Chekiang & Nanking Roads.

Large Display Advertisements

intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

Shipping Items

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Katori Maru is expected to arrive in Shanghai from Seattle and Japan ports today and will sail for Hongkong on Monday.

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The P. and O. s.s. Nore, from London, is expected to arrive at Singapore tomorrow and in Shanghai about April 8.

The C.M. s.s. Feicheng left Foochow for Shanghai yesterday.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin and Chefoo next Tuesday.

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow next Wednesday.

The C.M. s.s. China left Hongkong for Shanghai yesterday and is due at Woosung early Tuesday morning. The China sails for Nagasaki and San Francisco Tuesday evening.

The Blue Funnel s.s. Eurymachus, from Liverpool, left Singapore for Shanghai on Wednesday.

The I-C. s.s. Hwahlee will leave Hankow for Shanghai today.

The C.N. s.s. Nganking will leave Hankow for Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The C.N. s.s. Tungchow will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The N.Y.K. s.s. Kaga Maru will leave Moji today and is expected to arrive in Shanghai next Tuesday. The Kaga sails for London and ports on Thursday.

The C.M. s.s. Kwanglee left Hongkong for Shanghai on Thursday.

The P. and O. s.s. Banca left Kobe at four o'clock Tuesday afternoon and is due in Shanghai early this morning.

The P. and O. s.s. Dilwara from Bombay, will leave Singapore for Hongkong and Shanghai tomorrow at noon and is expected to arrive in Shanghai on April 7.

The C.M. s.s. Hsinfung will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tungting will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Ichang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Chekiang will leave Tientsin for Chefoo, Weihaiwei and Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Tsingtau for Shanghai on Tuesday.

The P.M. s.s. Ecuador arrived at Woosung from Hongkong last night and will sail for Japan, Honolulu and San Francisco this afternoon. The tender with passengers and mails will leave the Customs jetty at nine o'clock this morning.

The C.M. s.s. Nanking left Hongkong for Shanghai yesterday and is due at Woosung early tomorrow morning. The inbound passenger tender is expected to arrived at the Customs jetty between 10 to 11 o'clock tomorrow morning. The Nanking sails for Japan, Honolulu and San Francisco tomorrow night and the outgoing passenger tender will leave at four o'clock.

The A.T. s.s. West Ivan arrived in Shanghai from Seattle and ports yesterday.

The A.L. s.s. Pawlett arrived in Shanghai from Portland yesterday.

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf about noon today.

The N.Y.K. s.s. Tamba Maru, with Europeans mails, left Hongkong for Shanghai on Tuesday and may be expected to arrive at Wayside Wharf tomorrow afternoon. The Tamba sails for Kobe on Tuesday.

P. & O., British India, Apcar, E. & A. S.S. Lines

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FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "BANCA" (cargo only) 28th March

S.S. "KHIVA" 9th April

FOR BOMBAY via STRAITS AND COLOMBO

DILWARA about 13th April

FOR CALCUTTA via JAPAN

S.S. "MADRAS" 28th March.

FOR SYDNEY from HONGKONG

S.S. "ST. ALBANS" about 28th April.

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Monteagle	Apr. 2	*Via Manila	
Emp. of Asia	Apr. 10	† To Hongkong direct.	
Emp. of Russia	May 8		

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Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per C.M. s.s. China Mar. 30

For Europe
Per P. and O. s.s. Banca Mar. 29
Per M.M. s.s. Paul Lecat Apr. 1

For United Kingdom
Per O.S.K. s.s. Andes M. Mar. 31

For Japan
Per N.Y.K. s.s. Omi Maru Mar. 30

MAILS DUE

From U.S. and Canada
Per P.M. s.s. Colombia Apr. 3

From Europe
Per M.M. s.s. Andre Lebon Mar. 29

From Japan
Per N.Y.K. s.s. Omi M. Mar. 28

Vesse's Due

Andre Lebon, *Marseilles*	Mar. 29
Colombia, *San Francisco*	Aug. 3
Chekiang, *Tientsin*	Apr. 2
Chenan, *Hongkong*	Mar. 31
E. of Japan, *Hongkong*	Apr. 1
Eurymachus, *Liverpool*	Mar. 31
Fengtien, *Tientsin*	Mar. 28
Hangsang, *Hongkong*	Mar. 31
Hsinfung, *Hankow*	Apr. 1
Hwahlee, *Hankow*	Mar. 31
Ichang, *Hongkong*	Apr. 3
Kaga Maru, *Japan*	Mar. 30
Kiangfoo, *Hankow*	Mar. 29
Kohoku Maru, *Takao*	Mar. 29
Koonshing, *Tientsin*	Mar. 30
Kiangyung, *Hankow*	Apr. 2
Luenyi, *Hankow*	Mar. 23
Loongwo, *Hankow*	Apr. 1
Luenho, *Hankow*	Apr. 3
Monteagle, *Hongkong*	Apr. 2
Omi Maru, *Japan*	Mar. 28
Sakaki Maru, *Dairen*	Mar. 29
Simbirsk, *Vladivostok*	Mar. 31
Sunning, *Hongkong*	Mar. 29
Woosung, *Hankow*	Mar. 29
Sinkiang, *Hongkong*	Apr. 5
Tungting, *Hankow*	Apr. 1
Tamba Maru, *London*	Mar. 29
Tuckwo, *Hankow*	Mar. 28
Tungchow, *Tientsin*	Mar. 31

Launch Services

TODAY

The tender conveying passengers and mails on board the P.M. s.s. Ecuador will leave the Customs jetty at 9 a.m.

TOMORROW

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 9 p.m.

The tender coveying passengers and mails on board the C. M. s.s. Nanking will leave the Customs jetty at 4 p.m.

Thursday, April 1, 1920

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Paul Lecat will leave the M.M. jetty (French Bund) at 9 a.m.

Friday, April 2, 1920

The tender conveying passengers an mails on board the R.V.F. s.s. Simbirsk will leave the Customs jetty at 3 p.m.

Siccawei Weather Reports

26.—The central part of the vast anticyclone has advanced on the sea of Japan with the result that rainy weather has set in again in the Yangtsze Valley. Regular and moderate monsoon breezes to the S. of the 23th parallel, variable winds and local calms in the N. and in Japan.

27.—The pressure is high, with a slight decrease. The breeze continues to run from the E. Overcast weather, improving.

Departures

Date	For	Ship's Name	Flag Agents
Mar. 27	River ports	Sulwo	Br. J. M. & Co.
Mar. 27	River ports	Tatung	Br. B. & S.
Mar. 27	River ports	Nanyang Maru	Jap. N. K. K.
Mar. 27	Tientsin	Kingsing	Br. J. M. & Co
Mar. 27	Tientsin	Hsinchang	Chi. C.M.S.N. Co
Mar. 27	Canton, ports	Tean	Br. B. & S.
Mar. 27	Japan	Kokura Maru	Jap. N.Y.K.
Mar. 27	Japan	Chikugo Maru	Jap. N. Y. K.
Mar. 27	Wuhu	Yunnan	Br. B. & S.
Mar. 27	Hongkong, Canton	Pakwo	Chi. S.P.R.N. Co.
Mar. 27	Tsingtau	Taito Maru	Jap. K.M.A.
Mar. 27	Tsingtau	Yekishin Maru	Jap. N.Y.K.
Mar. 27	Japan	Gleniffer	Br. G. L. E. A.
Mar. 27	Canton, ports	Wingsang	Br. J. M. & Co
Mar. 27	Tientsin, ports	Shuntien	Br. B. & S.
Mar. 27	Japan	Khiva	Br. M. M. & Co.
Mar. 27	Tsingtau	Yingchow	Br. B. & S.
Mar. 27	Ningpo	Kiangteen	Chi. C.M.S.N. Co

Arrivals

Date	From	Ships Name	Flag Agents
Mar. 27	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Mar. 27	Japan	Nissei Maru	Jap. M.B.K.
Mar. 27	Japan	Wakamatsu M.	Jap. M.B.K.
Mar. 27	Manila	West Harts	Am. Dollar Co.
Mar. 27	Cruise	Jinhsing	Chi. Customs
Mar. 27	Seattle	West Ivan	Am. A. T. Co.
Mar. 27	River ports	Hwahta	Chi. C.M.S.N. Co.
Mar. 27	River ports	Kutwo	Br. J.M. & Co.
Mar. 27	River ports	Poyang	Br. B. & S.
Mar. 27	River ports	Siangyang M.	Jap. N.K.K.
Mar. 27	Portland	Pawlett	Am. A. Line
Mar. 27	Japan	Katsu Maru	Jap. M. S. K.
Mar. 27	Seattle	Eldridge	Am. A. Line
Mar. 27	Foochow	Tungwah	Chi. C.M.S.N. Co.
Mar. 27	Kobe	Banca	Br. M.M. & Co.
Mar. 27	Hongkong	Ecuador	Am. P.M.S.S. Co.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents
Mar. 28	—	San Francisco	Ecuador	Am. P.M.S.S. Co.
Mar. 29	—	San Francisco	Nanking	Am. C.M.S.S. Co.
Mar. 30	—	San Francisco	China	Am. C.M.S.S. Co.
Mar. 30	—	San Francisco	West Harta	Am. Dollar Co.
Mar. 31	—	New York	West Ira	Am. Dollar Co.
Apr. 1	—	Seattle	Winyah	Am. A. Line
Apr. 1	—	Vancouver	Elkton	Am. A. Line
Apr. 1	—	San Francisco	E. of Japan	Br. C.P.O.S.
Apr. 2	—	Seattle, etc.	West Cactus	Ara. S. & Dix.
Apr. 2	—	Vancouver	Tajima Maru	Jap. N. Y. K.
Apr. 3	—	New York	Montcegle	Br. C.P.O.S.
Apr. 4	—	San Francisco	M'ter Castle	Br. Dod. & Co.
Apr. 5	—	Vancouver	Shinyo Maru	Jap. T.K.K.
Apr. 5	—	Boston, New York	Melville Dollar	Br. Dollar Co.
Apr. 7	—	New York	Jason	Br. B. & S.
Apr. 7	—	New York	Charlton Hall	Br. J. M. & Co.
Apr. 7	—	New York	Gaelic Prince	Br. S. Tomes & Co.
Apr. 10	—	Vancouver	West Ira	Am. Dollar Co.
Apr. 10	—	Los Angeles	E. of Asia	Br. C.P.O.S.
Apr. 11	—	Aacoma, etc.	West Hika	Am. L.A.P.N. Co.
Apr. 11	—	San Francisco	Arabia Maru	Jap. N. Y. K.
Apr. 15	—	Portland	Elkhorn	Am. S. & Dix
Apr. 15	—	New York	Pawlett	Am. A. Line
Apr. 17	—	Seattle, etc.	Lucerie	Br. Dod. & Co.
Apr. 19	—	New York	Katori Maru	Jap. N.Y.K.
Apr. 19	—	Baltimore v. Panama	Genoa Maru	Jap. N.Y.K.
Apr. 20	—	New York, Boston	West Moreland	Am. S. & Dix
Apr. 20	—	Seattle	Ben Salem	Am. A. Line
Apr. 20	—	Seattle	West Ivan	Am. A. T. Co.,
Apr. 23	—	San Francisco	Eldridge	Am. A Line
Apr. 24	—	San Francisco	West Niger	Am. P.M.S.S. Co
Apr. 25	—	San Francisco	Colombia	Am. P.M.S.S. Co.
Apr. 26	—	Vancouver	West Cahokia	Am. S. & Dix
Apr. 27	—	San Francisco	Harold Dollar	Br. Dollar Co.
May 1	—	San Francisco	Higho	Br. Dollar Co.
May 4	—	San Francisco	West Cadron	Am. Dollar Co.
May 4	—	New Orleans	West Inskip	Am. P.M.S.S. Co.
May 4	—	New Orleans	West Imbrie	Am. S. & Dix
May 5	—	Los Angeles	Editor	Am. S. & Dix
May 6	—	San Francisco	West Hemrod	Am. L.A.P.N. Co.
May 6	—	Seattle, etc.	Korea Maru	Jap. T.K.K.
May 7	—	New York	Suwa Maru	Jap N. Y. K.
May 8	—	San Francisco	Tuscan Prince	Br. S. Tomes & Co.
May 19	—	Seattle	West Hepburn	Am. Dollar Co.
May 20	—	San Francisco	West Jester	Am. A. T. Co.
May 22	—	San Francisco	Nile	Am. C.M.S.N. Co.
May 24	—	N. Y. v. Vancouver	Venezuela	Am. P.M.S.S. Co
June 15	—	Seattle	M. S. Dollar	Br. Dollar Co.
July 12	—	Seattle	Stanley	Am. A. T. Co.
			Maquan	Am. A. T. Co.

FOR JAPAN PORTS

Mar. 28	—	Kobe	Madras	Br. M.M. & Co.
Mar. 29	—	Kobe	Tamba Maru	Jap. N.Y.K.
Mar. 31	—	Moji, Kobe, Osaka	Omi Maru	Jap. N.Y.K.
Apr. 2	—	N'saki, Kobe, Y'hama	Kasuga Maru	Jap. N. Y. K.
Apr. 3	—	Moji, Kobe, Osaka	Takeshima M.	Jap. N.Y.K.
Apr. 9	—	N'saki, Kobe, Y'hama	Yamashiro M.	Jap. N.Y.K.
Apr. 10	—	Moji, Kobe, Osaka	Yawata Maru	Jap. N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Mar. 28	—	Calcutta	Madras	Br. M.M. & Co.
Mar. 29	—	Liverpool, etc.,	Dakar Maru	Jap. N. Y. K.
Mar. 30	—	London	Banca	Br. M. M. & Co.
Apr. —	—	Marseilles	Armand Behic	Fr. M. M. Cie
Apr. 1	—	Rotterdam, etc.	Andes Maru	Jap. O. S. K.
Apr. 1	—	Marseilles	Paul Lecat	Fr. M. M. Cie
Apr. 1	—	London, etc.	Kaga Maru	Jap. N.Y.K.
Apr. 2	—	Java	Tjibodas	Dut. H. C. T. Co.
Apr. 3	—	Liverpool	K. Companion	Br. B. & S.
Apr. 5	—	A'dam, L'don, H'burg	Euryplus	Br. B. & S.
Apr. 9	—	Marseilles, London	Khiva	Br. M. M. & Co.
Apr. 12	—	London	Yokohama M.	Jap. N.Y.K.
Apr. 12	—	London	Yokohama M.	Jap. N.Y.K.
Apr. 13	—	Bombay	Dilwara	Br. M. M. Co.
Apr. 15	—	A'dam, L'don, A'erp	Rhesus	Br. B. & S.
Apr. 15	—	Genoa, M'lles, L'pool	Ajax	Br. B. & S.
Apr. 20	—	London	Gleniffer	Br. G. L. E. A.
Apr. 22	—	A'dam, L'don, A'erp	Mentor	Br. B. & S.
Apr. 23	—	Trieste	Innsbruck	Ital. Dod. & Co.
Apr. 25	—	London	C. of Norwith	Br. J.M. & Co.
May 3	—	Liverpool	Wakasa M.	Jap. N.Y.K.
May 6	—	Liverpool	Keemun	Br. B. & S.
May 6	—	A'dam, L'don, H'burg	Stentor	Br. B. & S.
May 10	—	London	Kazembe	Br. J. M. & Co.
May 15	—	R'dam, Hamburg	Tjitaroem	Dut. H. C. T. Co.
May 15	—	Java	Tjiliwong	Dut. H. C. T. Co.
May 20	—	A'dam, L'don, A'erp	Telemachus	Br. B. & S.
May —	—	Marseilles	Andre Lebon	Fr. M. M. Cie

FOR SOUTHERN PORTS

Mar. 28	D.L.	S'tow, H'kong, C'ton	Kwongsang	Br.	J.M. & Co.
Mar. 29	—	Hongkong	Katori Maru	Jap.	N. Y. K.
Mar. 29	4.30	Ningpo	Hain Peking	Br.	B. & S.
Mar. 29	4.30	Ningpo	Hain Ningshao	Chi.	N.S.S.N. Co.
Mar. 30	4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Mar. 30	—	Wenchow	Haean	Chi.	C.M.S.N. Co.
Mar. 30	10.00*	Amoy, Swatow	Tungwah	Chi.	C.M.S.N. Co.
Apr. 1	10.00*	Hongkong, Canton	Shantung	Br.	B. & S.
Apr. 3	11.00*	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
Apr. 3	—	S'tow, H'kong, C'ton	Yingchow	Br.	B. & S.
Apr. 5	—	Manila, Hongkong	Colombia	Am.	P.M.S.S. Co.
Apr. 16	—	F. K'lung, Takao	Keelung M.	Jap.	O. S. K.
Apr. 26	—	Manila, Hongkong	Suwa Maru	Jap.	N. Y. K.
			E. of Russia	Br.	C.P.O.S.

FOR NORTHERN PORTS

Mar. 28	—	Tientsin	Hsinkong	Chi.	C.M.S.N. Co
Mar. 28	—	Chefoo, Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Mar. 28	—	Chinwangtao	Kiangping	Br.	K.M.A.
Mar. 30	—	Newchwang	Irene	Chi.	C.M.S.N. Co.
Mar. 30	3.00	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Mar. 30	7.00*	Dairen	Sakaki Maru	Jap.	S.M.R.
Mar. 30	D.L.	Antung	Paoting	Br.	B. & S.
Mar. 31	—	T'tsin, D'ren, T'tau	Kohoku Maru	Jap.	O. S. K.
Apr. 2	3.00	Vladivostok	Simbirsk	Rus.	R.V.F.
Apr. 2	—	Tsingtao, Dairen	Kobe Maru	Jap.	S.M.R.
Apr. 3	10.00*	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Apr. 3	11.00*	Tsingtau	Chenan	Br.	B. & S.

FOR RIVER PORTS

Mar. 28	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Mar. 29	D.L.	Wuhu	Ningpo	Br.	B. & S.
Mar. 29	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Mar. 29	M.N.	Hankow, etc.	Kutwo	Br.	J.M. & Co.
Mar. 29	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Mar. 29	M.N.	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
Mar. 30	D.L.	Pukow	Shantung	Br.	B. & S.
Mar. 30	M.N.	Hankow, etc.	Tuckwo	Br.	J.M. & Co.
Mar. 30	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Mar. 30	M.N.	Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
Mar. 31	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Mar. 31	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Mar. 31	M.N.	Hankow, etc.	Fengyang Maru	Jap.	N. K. K.
Apr. 1	M.N.	Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
Apr. 1	M.N.	Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co
Apr. 1	M.N.	Hankow, etc.	Nganking	Br.	B. & S.
Apr. 2	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Apr. 2	M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
Apr. 3	M.N.	Hankow, etc.	Chungking	Br.	B. & S.

*A.M. M.N.—MIDNIGHT. D. L.—DAYLIGHT

Information For Mariners

SUNDAY, MARCH 28, 1920

High Water at Woosung Bar

(The morning tides are higher than the evening tides, they are about equal after noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H	M	Range Ft.	In.	P.M. Time H	M	Range Ft.	In.
5	52	5	11	6	40	4	2

High Water at Tungsha Lightship

(The morning tides are higher than the evening tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	M	P.M. H	M
4	55	5	35

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Sets	Sun Rises	Sets	Daylight	Dark
0 18 p.m.	1 28 a.m.	5 59	6 13	6 14	6 58

Mean Barometric Pressure at Shanghai

For March 30.17 in.
766.6 mm.

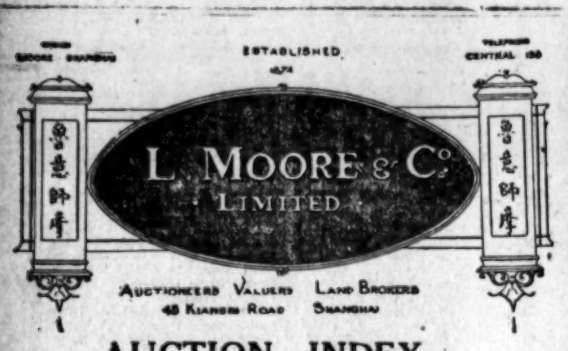
Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for



AUCTION INDEX

TUESDAY, March 30th.—Vintage Wines and good provisions in Salesroom at 10 a.m.

TUESDAY, March 30th.—Household Furniture, etc., at 4 Kiukiang Road at 10 a.m.

WEDNESDAY, March 31st.—Excellent Household Furniture and Sundries in salesroom 10 a.m.

WEDNESDAY, March 31st.—A very fine Collection of books at 2.30 p.m.

WEDNESDAY, March 31st.—Sundry Sound and damaged cargo at 2.30 p.m.

SATURDAY, April 10th.—Postage Stamps, a superb lot including China, Ceylon, Pence, Straits, Hongkong, Kiaochow, etc., at 2.30 p.m.

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49 packages of unclaimed Cargo comprising:—

Toilet soap, wire nails, tin plates, medicines, flour, canned goods, lawn mowers, steel bars, oil, dental cream, books, wax, roofing paper, wool pulp.

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AMERICA'S MOST FAMOUS HATS

Latest in Style, Best in Quality

For Ladies, Misses and Children. PRICES

Many come only one or two to one style **$2.50**

THREE DAYS' SALE to

Watch for date and place; it will pay you to wait **$12.50**

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SONG RECITAL

To be given by Gerard Zalsman on Friday, April 9th, at 5.15 p.m. at the Carlton kindly assisted by Mmes. Zalsman, Beale and M. Speelman. At the piano Mmes. Malpas and Cavanagh.

Tickets at Moutrie's at $1.

28668

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For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

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For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.

Agents.

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Shanghai Foreign Exchange Bank's Association

The Exchange Banks which are members of the above Association, will be closed for the transaction of Public Business on Friday, Saturday and Monday, the 2nd, 3rd and 5th April, on account of the Easter Holidays.

28673

MARRIAGE

BARKER-BERTHET. On Saturday, 27th March, 1920, at the Holy Trinity Cathedral Shanghai, by the Very Rev. Dean Walker, Anna Viola, daughter of J. A. Berthet of Shanghai to Guy Strachan, son of Harold Barker, of West Kensington, London.

28676

Mr. & Mrs. Julius Rosenfeld

P. P. C.

LOMBIO

CURES

PILES

Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure

To be obtained from local agent

Shanghai Dispensary

24 Foochow Road, Shanghai

Sole Proprietors:

LOMBIO COMPANY,

15, New St. Bishopsgate, London, E.C.

New stock has now arrived

HEIDSIECK'S

MONOPOLE

(RED TOP)

THE CHAMPAGNE MOST FAVOURED

THE MOST FAVOURED CHAMPAGNE

THE BEST-KNOWN CHAMPAGNE IN THE WORLD IS

HEIDSIECK'S

MONOPOLE

(RED TOP)

GARNER, QUELCH & CO.

SOLE AGENTS FOR

China, Japan, Korea, Formosa Etc.

NOTICE

SIN WAN PAO CO.

The Annual Meeting of Stockholders will be held at the Company's Offices, 19 Hankow Road, Shanghai, today, March 28th, 1920, at 5 p.m.

By order of the Board of Directors,

C. O. BOJESEN,
Secretary and Treasurer.

28544

BIRTH

At 506 Rue Lafayette, Shanghai, on March 27, to Mr. and Mrs. L. Basset, a daughter.

MUNICIPAL NOTIFICATION

No. 2693.

THE following Resolutions will be brought forward by the Council at the Annual Meeting of Ratepayers to be held in the Town Hall on April 7, 1920, at 2 o'clock p.m., and are published for general information:—

Resolutions I, II and III.—Formal business and adoption of Rules of Procedure.

Resolution IV.—That the Report and Accounts for the year ending December 31, 1919, be passed.

Resolution V.—That this Meeting extends its appreciative thanks to Major T. E. Trueman for the invaluable services he has rendered as Commandant of the Shanghai Volunteer Corps during the past five years.

Resolution VI.—That the programme of Electricity Department plant extensions recommended in the Engineer-in-Chief and Manager's report published in the Municipal Gazette of January 29, 1920, be approved and that the Council be authorized in its discretion to enter into such contracts as may be requisite to give effect thereto.

Resolution VII.—That the estimated expenditure for 1920, contained in the Budget proposed by the retiring Council, together with the recommendations attached thereto, be approved and adopted, and that the Council be and it is hereby authorized to impose, collect and recover the rates, taxes, dues and fees recommended therein, and to raise, should it be considered expedient to do so, upon such terms and in such manner as the Council may in its discretion think fit, a sum not exceeding Tls. 4,800,000 or the equivalent of this sum, for the purposes defined in the estimate of Extraordinary Expenditure

Resolution VIII.—That this Meeting approves of the creation of a Chinese Advisory Committee and that the constitution and powers of such committee be those set forth in the letter from the Chairman of Council to the Senior Consul dated October 24, 1919, and published in the Municipal Gazette of January 8, 1920.

Resolution XI.—Election of Land Commissioner for the ensuing year.

Resolution X.—Election of four Governors of the General Hospital for the ensuing year.

Resolution IX.—Election of Land members of the Permanent Education Committee.

Ratepayers intending to ask questions in regard to the Accounts or other matters connected with the foregoing Resolutions, are requested to give notice of such intention before the Meeting, so that a full answer or other explanation may be given.

Ratepayers desirous of bringing forward additional motions, or of nominating duly qualified persons willing to serve under Resolutions IX, X and XI, are required to give notice thereof to the undersigned before 4 p.m. on April 1, for due publication.

By order,

N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, March 27, 1920.

FOR AMERICAN, BRITISH AND CHINESE

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)

SHANGHAI

MACHINES FOR

Calculating	Cheque-writing
Adding	Paper-Punching
Listing	Paper-Clipping
Typing	Perforating
Numbering	Embossing
Copying	Eyeleting
Dating	Stamping

Carbons, Ribbons, Erasers, and a complete line of office supplies in stock

Filing Systems A Specialty

Phone C. 4778 **THE OFFICE APPLIANCE CO.** Phone C. 4778

22 Nanking Road, Shanghai

Motor-Cyclists—
Know Your Speed
A STEWART **SPEEDOMETER**

will increase the joy of motor-cycling. You can know at a glance just how fast you are riding.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

HOUSES TO LET

TO LEASE, large comfortable house, ample servants' quarters, garage and stable, 136 Jessfield Road, formerly 20 Robinson Road at Jessfield Road. Apply premises or J. T. Hammond, No. 51 Szechuen Road.

28162

HOUSES WANTED

BRITISH bachelor desires board-residence, central district preferred, but not essential. Will consider any terms in reason for comfort and decency. Apply to Box 412, THE CHINA PRESS.

28667 M. 30

WANTED to rent house with five or six rooms. Furnished or unfurnished. Apply to Box 417, THE CHINA PRESS.

28674 M. 31

ADVERTISER wishes to rent small house or flat, central district or French settlement, furnished or unfurnished, from May 1st or earlier if necessary. Apply to Box 395, THE CHINA PRESS.

28641 M. 28.

WANTED to rent medium size house with first-class modern conveniences, furnished or unfurnished. French concession or Western district. Apply to Box 380, THE CHINA PRESS.

28615 M. 28

Amusement Advertising will be found on Page 21

APARTMENTS WANTED

WANTED: A well-known resident, with no children and quiet habits, wants to rent from the 1st of May, a furnished flat two or three rooms, bathroom, kitchen and servants quarters. Apply to Box 441, THE CHINA PRESS.

28664 A. 3

BACHELOR, Englishman, of very quiet habits, requires room and board from April 1st, in private family. Central district preferably. Apply to Box 408, THE CHINA PRESS.

28661 M. 28

WANTED, large room without board, in Hongkew Park or central district. Apply to Box 415, THE CHINA PRESS.

28671 M. 28

WANTED to rent, apartment two to four rooms, with kitchen or board, fully furnished. Give particulars. Apply to Box 401, THE CHINA PRESS.

28648 M. 28.

WANTED, furnished room or attic, in central or western district. No board. Apply to Box 397, THE CHINA PRESS.

28644 M. 28.

TWO bachelors, American, desire large furnished rooms with bath, near Shanghai race course. April 1st. Apply to Box 400, THE CHINA PRESS.

28651 M. 28

Business and Official Notices are Continued on Page 10

SITUATIONS VACANT

WANTED, by an American firm, competent, all-round young office man; graduate of a technical school preferred. Apply to Box 414, THE CHINA PRESS.

28670 M. 28

WANTED, Chinese experienced in godown and packing room work. Apply to Box 416, THE CHINA PRESS.

28672 M. 31

AUTOMOBILE ENGINEERING: Secure technical knowledge of this interesting work. Prepare for increasing opportunities in China. I. C. S. possesses facilities for keeping textbooks in pace with rapid developments. We have modern thorough training in "Complete Automobiles," "Automobile Electric Equipment", "Gas Engines," etc. Write for catalog. Office 15A, International Correspondence Schools, 11c Nanking Road.

WANTED, capable American stenographer. Apply by letter, giving qualifications, experience, salary, United States Steel Products Company, 4 The Bund.

28654 M. 30

WANTED, experienced stenographer and typist at once, by local American import and export firm. Apply to Box 404, THE CHINA PRESS.

28652 M. 28

JUNIOR CLERK required immediately by British company. Must be accurate, reliable, and have good knowledge of bookkeeping. Reply, stating age, qualifications and salary required, to Box 385, THE CHINA PRESS.

28619 M. 28.

WANTED, steno-typist with bookkeeping experience for Kalgan. Applicants state experience, nationality, salary desired, date available, and references. Mongolian Trading Company, Kalgan.

28631 A. 1.

AMERICAN LADY desired by large American firm in Shanghai to supervise filing and operation of office methods. Write, giving details, particulars of former experience to Box 390, THE CHINA PRESS.

28632

VANTED capable stenographer nd office assistant (male), for utport. Salary $250 per month nd living expenses. Apply to Box 382, THE CHINA PRESS.

28618 M. 31

SITUATIONS WANTED

ACCOUNTANT bookkeeper British, with pre-war experience, in full control of import and export books, desires engagement with good hong, American or British. Excellent testimonials and references. Offers, with good salary only considered. Apply to Box 413, THE CHINA PRESS.

28667 A. 3

AMERICAN, having a wide business experience, desires position as manager or assistant in a good firm; would consider outports; Shanghai preferred. Apply to Box 369, THE CHINA PRESS.

28593

BUSINESSMAN (Scandinavian) desires to join good concern, foreign or Chinese, in Shanghai as department manager, or in other position of trust and responsibility. Would introduce business from special fields. Wide experience, mainly in imports. Five years in the East (Manchuria). Several languages fluently. Best references. Remuneration mainly on commission basis. Please apply to Box 403, THE CHINA PRESS.

28650 M. 28

SHIPPING man and accountant, who had charge of both departments, seeks immediate engagement. Salary Tls. 300. Outports preferred. Best references. Apply to Box 398, THE CHINA PRESS.

28645 A. 2

YOUNG LADY seeks position as steno-typist. Beginner, with some experience. Understands general office routine. Open for immediate engagement. Please apply to Box 366, THE CHINA PRESS.

28588

AN AMERICAN graduate lady artist (Chinese) desires position to do commercial drawings, designing, lettering, etc. with an American firm in Shanghai. Apply to Box 297, THE CHINA PRESS.

YOUNG lady desires position as steno-typist, (beginner), experienced in cabling and general office work. Apply to Box 383, THE CHINA PRESS.

28620 M. 28

APARTMENTS

TO LET

with board, from the 30th inst., a furnished flat with verandah and bathroom attached. Also from the 15th prox., a furnished frontroom with verandah and bathroom. Apply No. 14 Quinsan Gardens, Tel. N.432.

Connaught House

8 Quinsan Gardens

Board-Residence

Apply Mrs. G. POLLOCK.

ORIENTAL HOUSE

31 Boone Road

TWO large rooms and one front and one back room, facing garden, hot water, with bath attached. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102.

28675

TO LET, with board, well furnished room, bathroom attached. Apply 3 Young Allen Terrace.

TWO comfortably furnished rooms, with verandah and bathroom attached, to let, with board. Suitable for couple or bachelors. Private family, Quinsan district. Apply to Box 410, THE CHINA PRESS.

28663 M. 31

TO LET with board, a well-furnished flat of three rooms, bathroom and double verandah, facing south. Western district, 15 minutes by tram from the Bund. Also large double room and bath. Near Country Club. Apply to Box 384, THE CHINA PRESS.

28621

WANTED, room in central district, furnished or unfurnished, without board. Apply to Box 387, THE CHINA PRESS.

28626 M. 28.

BEDROOM and sitting-room, nicely furnished, private bath, hot and cold water, use of telephone and garage, with or without board, in private family. Suitable for married couple (French concession). Apply to Box 373, THE CHINA PRESS.

28600 M. 30

TO LET, with board, from 1st April, large comfortably furnished room, with private bathroom, suitable for married couple, two bachelor friends, or a single occupant. All modern comforts. Apply to Box 325, THE CHINA PRESS.

OFFICE, ETC., WANTED

FIRM of British lawyers requires offices, three to four rooms, central district. Willing to pay good rent. Apply to Box 405, THE CHINA PRESS.

28655 A. 2

WANTED, about two to four thousand square feet space, suitable for offices and show-room, in central district, either ground or first floor. Apply to Box 361, THE CHINA PRESS.

28578 M. 28.

MISCELLANEOUS

WANTED to rent, foreign style houseboat for one or two months, from April 15th. Give particulars, price, etc., to Box 345, THE CHINA PRESS.

28579 M. 28.

PROFESSIONAL

ENGLISH STUDIES. Select evening class, with experienced foreign teacher, desires partakers. Fees $5 monthly. Also private tuition. Apply to Box 393, THE CHINA PRESS.

28636

ENGLISH lessons by a qualified English gentleman teacher. New and easy method. Apply 9 Ezra Road (top flat).

28669 M. 28

ENGLISH lessons given by experienced American teacher at reasonable rates. Apply to Box 389, THE CHINA PRESS.

28630

DANCING taught: Young lady, lately from San Francisco, will take few pupils for private lessons in latest ball-room dancing. Apply to Box 402, THE CHINA PRESS.

28649 M. 30

SITUATIONS WANTED

EMPLOYERS: Simplify the "Man Wanted" problem by training your own employes for more responsible positions. We have 287 complete courses of practical training. Encourage employes to study in spare time. Ask us to tell you about our "Employers' Co-operative Plan." Office 15A, International Correspondence Schools, 11c Nanking Road.

STENO-TYPIST wants position April first. Is at present employed. Apply to Box 388, THE CHINA PRESS.

28629 M. 28

A YOUNG MAN seeks position as eneral office assistant. Good knowledge of typing, codes, bookkeeping, Chinese, etc. Amount of alary not important. Apply to Box 396, THE CHINA PRESS.

28643 M. 28.

COMPETENT, experienced steno-ypist (lady) desires position in utport. References furnished. Apply to Box 392, THE CHINA PRESS.

28635 M. 28.

EXCHANGE AND MART

FOR SALE, Colt automatic revolver, .45, plenty of ammunition, holster, price $75. Apply to Box 407, THE CHINA PRESS.

28660 M. 28

FOR SALE, oak-polished Victrola with 85 select records. Guaranteed in A1 condition. Price $185. Apply to Box 418, THE CHINA PRESS.

28677 M. 30

FOR SALE, 12 bore sporting gun with 20 rounds of cartridges. Also one 2A Kodak camera. Apply to Box 419, THE CHINA PRESS.

28677 M. 30

FOR SALE, at manufacturers' old prices, spot cargo, perfect condition: carbon jobbers' twist drills from Lincoln Twist Drill Company, die screws and plates from Champion Blower Forge Company, bolt clippers, carborundum wheels, cheese cutters, Nicholson files, various motor parts, etc. For inspection and price apply to Box 266. THE CHINA PRESS.

28405

SAFETY Razor Blades sharpened. Old blades made as good as new 50 cents a dozen single blades; 70 cents, double; Y. M. C. A. Barber Shop, 120 Szechuen Road.

28291

FOR SALE, four cylinder, five-seater touring car, in perfect condition, newly overhauled and painted, new non-skid Goodyear tyres all around. A bargain for Tls. 600. Apply to Box 406, THE CHINA PRESS.

28656 M. 30

FOR SALE. We have received a large consignment of twist drills manufactured by the Standard Tool Co., Union Twist Drill Co., and Cleveland Twist Drill Co., in sizes from 3/64" to 1½", which will be sold at attractive prices. Apply to B. Dieden and Co., Ltd., 2 Jinkee Road.

28452

MOTOR CAR, open touring "Chevrolet" eight cylinders, accommodating five passengers but is seven passenger size. Car recently overhauled and now being newly painted; machine and appearance of car thus excellent. For inspection, please Apply to Box 394, THE CHINA PRESS.

28640 M. 28.

FOR SALE, small private collection Chinese curios, comprising bronzes, enamels, snuff bottles, etc. Every piece guaranteed. Please apply to Box 378, THE CHINA PRESS.

28611 M. 27

LAND: Advertiser desires to purchase from one to five mow in the western district. Reply, stating area and net price, to Box 372, THE CHINA PRESS.

28599

LARGE touring car, in excellent condition, newly painted, good tires. Prompt disposal desired. Address American Post Office, Box No. 803.

28602

FOR SALE on arrival, expecting this week, a new latest model Ford five-seater touring car with electric starter, spare tires and tubes. Apply to Box 364, THE CHINA PRESS.

28583 M. 28

FOR SALE, several new "Greyhound," two-seater motor cars, in A1 running condition, speedster shapes. For prices and full particulars, apply to Box 357, THE CHINA PRESS.

28571 M. 28.

Spring Style Show

SQUIRES, BINGHAM CO.

"THE STORE OF QUALITY"

17A, NANKING ROAD

FASCINATING UNDERWEAR

in Crepe de Chine and other Silks, trimmed with Irish Lace, etc.

MORNING DRESSES
WOOLLEN JERSEYS

UNDERWEAR FOR CHILDREN

Petticoats, Singlets, Coats

SCHOOL FROCKS
for Spring and Summer

Rompers, Party Frocks, Jerseys and Picnic Suits.

BABY LAYETTES

PYJAMAS

Ask our advice about your TROUSSEAU

SPORTING GOODS

OF ALL DESCRIPTIONS:

SPORTING RIFLES & GUNS, BASEBALL OUTFITS, TENNIS RACQUETS AND BALLS, GOLF CLUBS AND BALLS, CAMERAS & EVERYTHING FOR OUTDOORS

Fancy Table Cloths and Centres

Cocktail Napkins

Grass-cloth Runners

Tea Cloths

in Linen and Hand-Embroidered

THE BEST BARGAIN IS QUALITY

Quality builds goodwill—by giving satisfaction—and satisfaction brings the customer back again and again to the store.

"DE RIGUEUR"

¶ Among the newest of things in Spring Novelties, according to the mode, are dainty and transparent Hats of Georgette Crepe—many of them embroidered in Oriental tints, charming in their extreme simplicity. Hats of fine plaited straw, of the new Yedda variety, are also holding their own in popularity.

¶ Flowers, in dainty wreaths and posies, are the principal trimming employed in embellishing both Straw and Georgette hats.

¶ The ingenuity of fashion makers has not been successful in finding a competitive rival to Voile for Summer wear, and it will again be the chief fabric used this season.

¶ The wide range of colours and designs in which it is possible to manufacture this attractive material does, without a doubt, contribute to keep it in public favour.

A NEWLY ARRIVED CONSIGNMENT OF

SPRING MILLINERY

Consisting of

MODELS, SEMI-TRIMMED UN-TRIMMED AND TENNIS HATS

WILL BE SHOWN

TOMORROW, THE 29th inst.

These represent styles which are now being shown in London, Paris, and New York

WHITE VOILE

An unusually good washing quality of White Voile, bought at an exceedingly advantageous price, is being offered at

$1.10 per yard: 40" wide

This quality is ordinarily sold at $1.50

Only a limited quantity on hand

ÉPONGE

An Ideal Washing Material for Spring and Early Summer Wear. In White, Navy, Saxe and Rose. 38" wide

$1.50 per yard

The above items are taken at random from our stocks of newly arrived Spring and Summer Goods, and serve to give an indication of the low prices at which our goods are being sold this season.

WEEKS & Co., LTD.

SHANGHAI & HANKOW

© Ad Art Service Cleveland

HAZEL-GRUEHL

SHANGHAI SHOPS AGLOW WITH SPRING FRILLS AND FASHIONS

itely Notes On The New Frocks And Bonnets; Lace Will Be Popular: The One-Piece Dress

ESISTIBLE, coquettish whimsical Spring is in Town!

This is how She came!

Like a thief in the night, she crept to the gates of the town, ing to flaunt her charms before old and young. Father Winter, er of the Door, refused to allow the giddy young thing to enter his ain. Spring wept and turned away, but her tears did not fall for . Again she came and danced about the old man; her face quivered laughter, her tresses whirled as she danced. "Come," said she, "Let have a peep," and catching hold of Winter's grizzly beard, she hed in his face.

Father Winter felt her warm scented breath on his hoary cheek, he liked to feel those pink-tipped fingers pull his beard in that erent fashion, so he fumbled for his key. Spring laughed again, her laughter was full of the delightful abandon of youth. "You have but one peep," said the Keeper of the Door, and his rusty key ked unmusically in the lock.

After what seemed an interminable age to impatient Spring, the y gate opened, disclosing to view a dreary landscape. Fascinated gazed within. Then, with another burst of mischievous laughter, flung herself inside, heedless of the wheezy protests from Father ter, who sought to detain her. Her presence was soon felt in the ; her laughter rang through the land, birds woke up and twittered yous accompaniment to her song, old and young knew she was nigh, the looms of fashion commenced with gladsome clang to weave and ion at Spring's command.

E ONE PIECE DRESS

Styles may come and styles may go, but the one-piece dress has oubtedly come to stay if not forever, at least for a long time to come. as proved too great a comfort to the modern woman to be given up illy. She does not ignore the fact that suits are smart and are to worn this spring, nevertheless, the one-piece dress, copied from the nch, is chic and imparts youth to the wearer. It is therefore an t to any spring wardrobe.

Simplicity is the keynote to fashion, but for evening wear Dame hion does not bar elaborate or capricious whims.

The skirt is constantly shrinking, not all at once, or all in one , but here and there one notes a devotee of the fad with an exces- ly abbreviated example. Sleeves grow shorter by the minute— y are mere shoulder caps.

A large number of spring models will show straight lines, but the inctly Parisian silhouette possesses wide hips, and front and back

All manner of contrivances are sought to secure this distended ct, wires, crinoline hoops, etc.

The alliance of two fabrics, wool and silk, is very smart.

Tailored suits have medium length coats, perfectly plain, with very row skirts. For general and useful wear the tweed suit will be atly in demand this spring.

Jumpers of wool or silk will be in vogue for spring wear.

Leather, straw and wood are the three most popular ornaments for ss. One delightful model seen recently was a navy blue serge almost irely covered with wooden discs. Of course, around each disc re was bright woollen embroidery—without this finish of embroidery model would have been quite insignificant.

CE WILL BE POPULAR

It is to be remarked that lace is becoming popular. To be fashion- able it has to be very light lace—such as Brussels, Bayeux, Blonde, Bretonne, Chantilly, Maline, Point d'Angleterre and Valenciennes. It is predicted that later on this vogue will be increased.

"Milady" who seeks now to furnish her wardrobe for spring, must give attention to her complexion, so that the *toute ensemble* may be enhanced and love of detail accentuated. So many women today are so pitifully older than their clothes. Do you see a little tell-tale shadow in the smooth curve of your cheek? Do you find you have to force the sparkle, and that it isn't convincing when you do? Well, a remedy is ready at hand which you can buy anywhere. Women of fashion who successfully defy the effect of social duties, late hours, and even time itself, are much too clever to neglect the most important factor in retaining their beauty. In every country of the world, Pond's Vanishing Cream has helped women to be more beautiful, giving them a youthful charm that defies the years. A beautiful skin enhances the loveliness of whatever garment Milady dons.

Shanghai Shops are ready for the spring rush. In these jottings "Milady" may find some helpful suggestions for her spring shopping. There are many stores, and one and all are stocked with a wonderful array of dainty, attractive, stylish goods. There are the fripperies and luxuries so dear to "Milady's" heart, delightful things for the kiddies, and useful articles for Monsieur, so let one and all read these lines and then, escorted by Laughing Spring and chaperoned by ubiquitous Dame Fashion, visit these Shops and See.

Bianchi and Co.

This well-known establishment, on the Szechuen Road, is also prepared for Easter. Few there are who do not know and appreciate this pastry and confectionery store. The assortment of Easter Eggs of chocolate and sugar are sure to be in great demand. Gift boxes of candied fruits and chocolates make acceptable Easter remembrances. Bianchi's plain star cake, fruit cake, cream cake and assorted cakes, are unforgettable delights.

For special occasions, weddings, etc., Bianchi caters with skill and satisfaction, wedding cakes are a speciality, and there are few who have tasted this rich wedding cake and not wanted more!

When Milady is in town and fatigued after her extensive shopping excursion, there is comfort in the thought that a Bianchi's a delicious cup of steaming hot chocolate, with whipped cream, is easily and speedily procured, and is wonderfully delicious and nourishing.

Hall and Holtz

Spring has caused this large and popular store to deck itself in attractive things. There are so many useful and lovely things that it is possible to describe but a small part of them. Summer materials, organdies, voiles, muslins, piques, washing fabrics, etc., possess a lure that is almost irresistible! Stockings for adults and children, socks for the latter, gloves, veils, ribbons, dainty blouses, collars, fancy buttons, tulles, silks, etc., are but a small part of what is being offered for the spring season. The hats in the millinery department will prove a sore temptation to many! they are so smart and lovely! Milady has here a great selection of models, semi-trimmed and untrimmed hats, soft and hard straws, artificial flowers and embroideries for the spring hat, and a great many other novelties to choose from. It would be almost impossible not to find the object most wanted, the choice is so great.

In the men's department, the most fastidious tastes may be satisfied. Here the selection of spring goods is really excellent, hats, caps, socks, ties, Burberry raincoats, walking sticks, scarves, dressing gowns, tie-pins, etc. Hall and Holtz's goods are known throughout China as being always of the best quality and latest styles.

For those who desire to make gifts this Easter-tide, the novelty department downstairs offers an excellent assortment of good things: books, stationery, watches, clocks, vases, bowls, traveling cases, writing cases, traveling clocks, writing table novelties, and a number of other things, all of excellent quality and attractive designs.

Hall and Holtz's bakery and provision department is well worth a visit. Delicious crumpets can be ordered and the hot cross buns served on Good Friday are as popular today as they were years ago. Do not forget to send your orders in good time, the demand is always so great.

Lane, Crawford and Co.

The millinery display in this store is unusually good this spring. The model hats are the loveliest things imaginable, dainty, chic, distinctive, fashionable, and with prices as attractive as the hats themselves. There is a fine selection of untrimmed straws, the panamas and lisseret straws holding an important place. This spring will see broad-trimmed hats as well as turbans tastefully embroidered. Cut work and hand-painted flowers are to be featured to a great extent. Batavia straw will make up into lovely draped turbans.

Milady may safely leave her Easter hat in the experienced hands of the milliners in this department. Milady will find some magnificent and tres chic ostrich feather fans, handsome black and emerald green feathers held together by a long handle, old-rose feathers and soft grey feathers joined to a long handle of shiny grey wood. There are others, but these two fans are the most attractive; they are, in truth, the soul of dress, and wherever good taste reigns supreme, ostrich feather fans should be carried with the evening dress.

The voiles are fascinatingly smart, all the newest colors and patterns are represented. Toolal's pique in white and washing colors will be indispensable to Milady and the children. There is a host of materials for spring costumes, all new and smart, and therefore doubly attractive. The linen counter will be a delight to many; spring is the time to renew worn-out house linen and requisites. There is the usual fine display of gloves, silk stockings, white and black; ribbons, laces, trimmings, veils, socks and stockings, brocades for evening wear, etc.

Downstairs is also well stocked with useful and indispensable spring goods—men's ties, suitings, socks and hats. Soft silk knitted ties, in popular shades, will look smart and neat with spring suits.

The serving of the after-dinner coffee marks the close of the function. What an important part silverware plays in making delightful the entire dinner! How subtle has been its influence in giving both host and guests a sense of satisfaction in the evening's event. Home life and entertainment center around the dining table. It matters not whether the meal be formal or informal, silverware or plate lend a charm and give an atmosphere of refinement. Let the plate you buy today worthily reflect you in the years to come. The Community plate at Lane, Crawford and Co. is delightfully good, durable and smart; think of this when choosing a gift or wedding present.

In the spring days, when many turn their thoughts to travel, it would be well to take a look at the wardrobe trunks at this store. A big shipment of these has arrived; the trunks are strong, of well-known manufacture, attractive and above all so very useful.

Laou Kiu Chwang and Co.

For the making up of Spring garments, which Dame Fashion decrees must be of fashionable materials, Milady will no doubt be delighted to learn that a bewilderingly attractive array of these materials will be found at Laou Kiu Chwang and Co., on the Nanking Road. For smartness and excellence of quality the silks and satins they supply have won a lasting reputation.

The discriminating Lady of Fashion will unhesitatingly admit that the materials in this attractive Store are wonderfully durable, refined and pleasing in appearance, and that they make up into the daintiest and smartest of gowns. Washing silks are endless in color and design, the striped silk for blouses of everyday wear holding undisputed sway. Plain or striped silk is in high favor for the making of shirts for Monsieur, and now when pyjamas are so fashionable and indispensable in traveling, delightful sleeping suits of China silk should form part of Milady's trousseau.

For afternoon frock the choice is unlimited—plain soft silks, crepe de Chine, crepe silks, soft satins, lustres, brocaded silk, and satins in every conceivable shade. The creative beauty, originality and color harmonies of these lovely silks present inspirations—as limitless as, those offered by Nature—to the lovers of individuality in dress.

Broche silk and satin are returning to favor for evening dresses and wraps. Taffeta silk, which will be as popular this spring as it has been during the winter, makes up into lovely and useful frocks. Another point in its favor, is that it can be worn in different shades from morn till night, and on every occasion.

For Milady of whimsical and capricious taste, let me whisper that Laou Kiu Chwang's georgette crepe makes delightful, dainty, gossamer "undies."

Maison De Parfumerie

This large store on the Nanking Road is a veritable palace of delights. It is the aim of the American Perfumery Co. to lay before the public selected products of the best known European and American manufacturers of perfumes, toilet waters, sachets, cold creams,

(Continued on Page 4)

Novelty Ribbon Returns To Favor

Novelty ribbon, which practically has been discarded by prominent fashion designers, has returned to favor with a bang, and will undoubtedly adorn the blouses of Miss 1920. This charming overblouse, attractively set with J-C ribbon and worn with a modified sailor hat, makes for an ideal Summer combination.

EASTER GIFTS

IVORY PYRALIN
Toilet Articles

HAIR BRUSHES for Ladies and Gentlemen: Complete DRESSER SETS, Inlaid or Plain: MIRRORS, PICTURE FRAMES, TRAYS, PUFF BOXES, HAIR RECEIVERS, GLOVE BOXES, CREAM BOXES, BUTTON HOOKS, and everything that "My Lady" could desire.

WE have a luxurious assortment of the desired French Extracts and Toilet Waters in beautiful Bottles of unique shapes and designs—dainty requisites for the dressing-table, gifts that convey the charm of France and the compliment of flowers.

SELECT YOUR GIFTS

from the dainty products of these famous French Perfumers:

HOUBIGANT, GUERLAIN, COTY, DORSAY, VIOLET, ROGER et GALLET, MORNY, GRENOVILLE, ROSINE, BOURIDIS, DJER KISS, RIGAUD, GRAVIER,

MAISON de PARFUMERIE

40 Nanking Road

Shanghai Shops Aglow With Spring Frills And Fashions

(Continued from Page 3)

face and talcum powders, soaps and toilet requisites.

It is quite possible for Milady to spend hours of pleasure gazing with delight at the attractive and useful collection of toilet appurtenances; the perfumes of well-known houses such as Coty, Houbigant, D'Orsay, Roger-Gallet, Piver, Pinaud, Rigaud, Colgates, are well represented. These exquisite perfumes are tastefully bottled and make extremely appropriate and welcome gifts.

It is a common fault among both women and men to use cheap and aggressively noticeable scent. Milady should exercise the greatest care and discretion in this respect. Good perfume has a distinctive fragrance which makes it conspicuously smart, and is therefore quite indispensable to the lady of fashion. Should Milady purchase any of the well-known perfumes in this store, she may be sure her purchase is one to be commended.

'Tis said and with some truth, that a woman would rather be without her purse than her powder! but it is deplorable indeed to see the way so many careless women ruin their complexions with cheap and harmful powders. Judicious care in the choice of one's powder should be exercised by every lady of fashion. She can make no mistake in using face powders of the well-known houses of Coty, Simon, Dorin, Piver, Palmers, Roger-Gallet, and a host of others supplied by Maison de Parfumerie.

Milady will find a great number of other useful and lovely things soaps, powder puffs, manicure sets, creams, brushes, tooth-pastes, manicure preparations, Eau de Cologne, etc., in this handy store.

Squires Bingham and Co.

Dame Fashion has wandered and lingered long in the delightful store of Squires Bingham and Co., on the Nanking Road. Milady, once she enters will have the greatest difficulty in tearing herself away from the fascinating things on view.

The bride-to-be may find here the materialisation of happy dreams! The most beautiful trousseau undies any girl could wish to see! The exquisite hand needlework, the exceptionally fine quality of the fabric, dainty and hand-made laces and stitched motifs contribute to their charm. One delightful set of "undies" was of pale blue crepe de Chine, the hand-made tatting was a novel feature, and the tiny pink silk embroidered flowerets scattered over the undies made each garment an individual work of art. There were other sets of soft silks or gossamer-like fabrics, trimmed with Irish Lace or wonderful tatting, all the loveliest things made, and possessing an alluring charm, quite irresistible. The chest-of-dreams that many young ladies possess, is not really complete without some of Squires Bingham's dainty odds and ends, fancy and chic garters, brassieres of washing silk and satin trimmed with filet lace, useful and dainty hangars, and a host of other feminine fripperies. Milady will cry out with pleasure when she sees the darling baby layettes they are simply irresistible! Tiny frocks with hand-embroidery made of sheer material, wee petticoats, flannels, singlets, coats and mooties; who can resist their appealing and dainty charm? Then for the bigger Kiddie, there is much to chose from, useful school frock for spring and summer. Rompers for the little boy and girl, underclothes as dainty and as useful as one could wish, pinafores in hollands, party frocks of georgette crepe, silk and muslin, just as dainty and girlish as any fastidious mother could desire. There are pale pink, heavy silk pyjamas for the wee tot, quite the loveliest and comfiest things!

Woollen jerseys for old and young are very suitable for spring wear, morning dresses for the matron are useful and serviceable. There is a great selection of fancy table cloths and centers, cocktail napkins, grass cloth runners stitched with colored cross-stitch; tea cloths in linen and hand embroidered, all these will appeal to the housewife who loves dainty and serviceable goods. Picnic suits for the kiddies must not be overlooked.

Then in the second department there is an enticing array of spring goods for monsieur: sporting rifles and guns, footballs, baseballs, tennis balls and racquets, golf bags and sticks, golf balls, cameras, etc., Squires Bingham is well equipped to satisfy all requirements.

Sullivan's Fine Candies

Milady should make it a point of her Easter Shopping, really to get acquainted with the varied and delicious stock of candies and chocolates at Sullivan's Candy Store, Nanking Road. One who is discriminating and trained to appreciate unusually good flavor, will vote that the good things found in this little store are rich, unique and delicious. Luscious Victoria chocolate creams, Mount Omi chocolates, Divinity Fudge, and every kind of tempting candy will be found here. Tables and counters are piled high with such an array of Easter Eggs! Who can wonder that the kiddies clamor to be taken to Sullivan's! And not only the kiddies, for, methinks, Milady has not outgrown her love for Easter Eggs!

There are sugar Easter Eggs, colored outside and really egglike within, the yolk being of delicious lemon colored sugar, and they lie in 'the cutest of baskets, with fluffy cotton-wool chicks to keep watch over them, and carry chirpy Easter wishes to the happy purchaser. Then one can but exclaim with admiration on seeing the large chocolate eggs; the kiddies know they are full of delectable sweets and their knowledge is surprisingly true! It is an impossibility to describe or give the names of all the sweets and candies in the store they are too numerous, but it is quite true that their popularity is well established in Shanghai and all coast ports.

Let those who seek to give pleasure to others, whether old or young, make an Easter visit to Sullivan's, and come away with one or two of their Easter Eggs. There is no doubt that crows of delight will be heard from those who have the good fortune to taste them.

Walkover Shoe Company

It is a clever woman who can, by herself, sort the chaff from the wheat; who can select shoes and boots which will be of a style reasonably advanced, enhance the beauty of her dress and yet give the keynote of simplicity and individuality. Milady may safely enter the Walkover Shoe Store on the Nanking Road, and there find smart innovations for the Spring Season. Pointed shoes and boots with the long vamp are most in favor just now, the invasion of the French shoe, with its short lines, is making very little headway. Walkover's evening shoes of satin, gold or silver cloth, are exquisitely dainty, presenting a glove-fitting slenderness which carries its hall-mark of distinction.

Lace-up white, black and bronze boots are extremely smart for spring wear. For afternoon dances, the French lace-up patent leather shoe, with fashionable heel, is quite distinctive.

There is a great selection of white canvas, buckskin, and kid shoes for spring and summer wear, and good sensible walking shoes for Milady who is interested in sport.

Buckles are worn at times when the simplicity of the gown will permit. Walkover's Shoe Store has a beautiful display of these. Their bronze or steel buckles are unique and smart, whilst the more elaborate affairs of rhinestones and brilliants are positively alluring.

The selection of silk hose cannot fail to please the most fastidious taste; quality and durability are assured. It will interest Milady to know that in this store can be purchased colored polishes for all boots and shoes.

A great variety of men's boots and shoes is on view. The quality is excellent, the styles command attention, and the comfort they give to the foot is unrivalled.

Watson and Co.

In Shanghai, Spring brings a number of minor complaints. These are simply due to the change of season and can be easily remedied. It is a good idea to have in the house a bottle of Watson's Liver Salts, which is invaluable as a blood purifier.

Milady when thinking of her wardrobe for the coming season, should also give great attention to her complexion and hair. Watson's have an excellent assortment of popular and good creams and face powders, their dandruff cure preparation—"Resorcin" is highly recommended and will give Milady much satisfaction. It is dandruff that kills the hair and causes it to lose the much-coveted lustre that all women desire to possess. For Monsieur, Watson's have a choice selection of hair oils, greasy and non-greasy. A new and useful feature for Spring is the Artgum dry cleaner; this little preparation in the form of a cake of soap, cleans jewellery, silks, satins, slippers, everything in fact. Alexol straw hat cleaner is another preparation which cannot fail to establish its popularity this spring. It is excellent for cleaning straw hats and is non-injurious.

The Xylonite goods are most attractive. Their rich ivory finish and dignified design will be quickly appreciated. Milady will find these dainty toilet articles durable and sanitary for the boudoir; they will not tarnish, break or dent easily. Spring is an ideal time for snap-shooting, Watson's Kodaks and cameras will give great pleasure and satisfaction to old and young; they make ideal Easter gifts.

Weeks and Company

The breath of Spring has penetrated into the large store of Weeks and Co., on the Nanking Road. The spring goods here cannot fail to attract and delight all shoppers. There is an immense array of voiles for spring and summer wear, and such beautiful voiles! Voiles of every color and shade, up-to-date patterns in checks, stripes, floral designs, and loveliest of all, the new shadow pattern voile, which is extremely smart and taking. A new spring material is the American tropical suiting, which will wear well and look distinctive. Besides this, Weeks and Co., have a splendid display of

(Continued on Page 6)

Simple Frock For 1920

A simple youthful frock of 1920 Fan-Ta-Si, daintily trimmed with a vestee of Pierrette crepe, which will doubtless appeal to Miss 1920. The reverse side of the Fan-Ta-Si is used to give the long suggested panel which extends the full length of the skirt. The design is unusually well thought out even to the tiny loops used to finish the panel.

FIRST DISPLAY

PRICES ranging from $19.50

LATEST CREATIONS in SPRING DRESSES and COSTUMES

Direct Importations from the leading PARIS AND NEW YORK HOUSES

FOR THE EASTER HOLIDAYS

A Well Selected Line of MILLINERY all imported 5th Avenue NEW YORK MODELS

AU PETIT LOUVRE

32 NANKING ROAD

WALK-OVER

SHOES

They represent the very latest and most popular styles.

They prove their superiority in service, style and comfort.

We give special attention to correct fitting.

Let us "Show" you.

Phoenix Silk Hosiery

Fancy Ornaments

Mail Orders Given Special Attention

Walk-Over Shoe Store

"The Store Ahead"

24 Nanking Road.

THE MOST COMPREHENSIVE STOCK OF RIBBONS EVER OFFERED.

SATIN AND TAFFETA RIBBON'S
in all Widths and Colors

FANCY RIBBONS

BROCADED RIBBONS
GOLD AND SILVER RIBBONS

GOLD AND SILVER BROCADES

HALL & HOLTZ, LTD.

14 NANKING ROAD

THIS WEEK

GRAND DISPLAY OF SPRING NOVELTIES

Selected by our Buyers in London, Paris, and New York

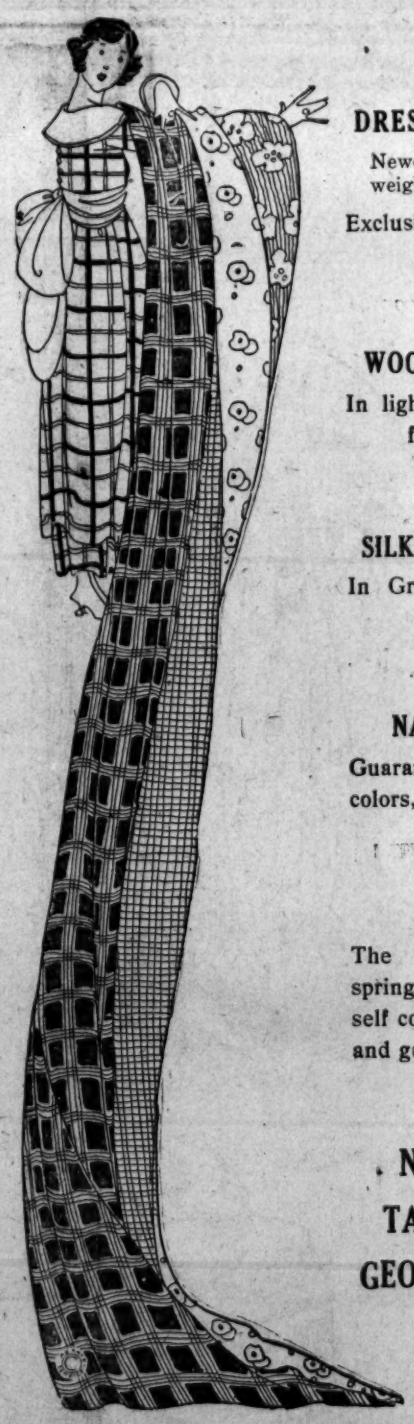
Special announcement: Our New Model Millinery Show Rooms are replete with the latest fashions in Model Hats, Afternoon Hats, Trimmed Straws, Evening Hats, and Untrimmed Straws, Novelties in Trimmings, Flowers, Trails, Hat Pins and Fancy Straws.

MISSES' MILLINERY

Choice Selection in Plain and Fancy Straws. Boys' and Girls' Hats. Babies' Silk and Cotton Bonnets.

Newest Styles in LADIES' SILK KNITTED COATS.

AFTERNOON DRESSES IN NAVY GABARDINE AND SATIN, EXCLUSIVE AND ORIGINAL



SPRING DRESS MATERIALS
Newest Shades in Light weight Venetian Cloths.
Exclusive Colors in Dress Lengths only

WOOL GABARDINES
In light greys and fawns for spring wear

SILK JERSEY CLOTH
In Grey, Light Grey and White

NAMRIT VOILES
Guaranteed fast colors, colors, plain and fancy.

VOILE D'OR
The latest novelty for spring and summer wear, self colours, trimmed silver and gold.

NEW SATINS, TAFFETAS AND GEORGETTE CREPE

DRUIFFE VEILS AND VEILING

Splendid Variety of Ready made Veils and Piece Veiling

KAYSERS' HIGH CLASS
Silk underwear.

LADIES' AND CHILDREN'S
Shoulder Braces.

WARNER'S BRASSIERES
Pink and white, different styles.

ROYAL WORCESTER CORSETS
To suit all figures.

EARLY DELIVERY OF SUMMER GOODS

Cotton Voiles, Plain and Figured

Ladies' and children's summer vests, latest style, shoulder straps

Children's Summer Combinations

Children's silk and wool vests, low neck, no sleeves, in all sizes

Tootalls Pique, white and colors

Children's Viyella Socks, white, tan and black

Lisle and Cotton Socks, in all sizes

Lisle and Cotton Hosiery for ladies, in white, tan, and black

Silk Hose in all Colors

Cotton Zephyrs, white, stripes and plain in colors

Ladies' Silk and Lisle Gloves in grey white, Pawn and black

Ladies' Lingerie of every description

Ladies' Shoes in white canvas, kid and suede

Fancy Ratines, New Colorings

Cotton Jumpers for Boys and Girls

Boys' Sailor Jumpers, with pants to match

Children's Sandals in Brown and Elk.

Shanghai Shops Aglow With Spring Frills And Fashions

(Continued from Page 4)

white and colored Piques which are to be greatly in vogue this season.

Milady will do well to purchase a silk or woollen jersey for the spring season. Here is to be found a wonderful selection and the prices are as attractive as the garments themselves.

For those who appreciate the unusual in refinement and elegance, let them visit the handkerchief counter, where are such fascinating and adorable handkies waiting to be chosen and appreciated!

The Millinery Department is quite ready for the rush of Spring and Easter bonnet seekers; the display of hats is exceptionally good this year. One model caused more than one to exclaim in sheer rapture and appreciation. It was a picture hat of pale grey georgette crepe, crown of emerald green and silver bebe ribbon, georgette crepe drooped gracefully over the brim of the hat, and the edges of this georgettee were piped in silver and green ribbon. The finishing touch to this exquisite model was given by flat grey flowers lying around the brim. Besides the big array of model hats, there are Panama straws, Lisseret straws, semi-trimmed hard and soft straws, untrimmed hats of all qualities and shapes, and a great collection of "ducky" hats for the kiddies.

With spring-time come weddings! The embroidered tulle wedding veils are dreams of gossamer delight; they may be arranged by the milliner in styles and shapes to suit any requirements.

In the Men's Department, spring has made a triumphant visit.

Monsieur will find hats, socks, ties, suitings, and a host of other spring goods to satisfy his masculine heart.

Weeks and Co.'s Furnishing Department is well worth a visit from Milady. In these days of scarcity and rush, this comprehensive department offers comforting assurance that only the best of materials will enter into your interior furnishing. Artistic cretonnes and serviceable curtains are a feature of the spring display.

Whiteaway, Laidlaw and Co.

It is plain to be seen that Whiteaways on the Nanking Road are holding their spring display. Milady will do well not be the last in the rush; Dame Fashion has decreed that the first to come will go away with the best of her gifts, therefore do not delay to inspect this spring display.

The pink and white silk singlets on view are extremely lovely, the silk fabric is remarkably durable and repeated washing does not dim the delicate and pretty pinkness. Latest styles in silk or woollen scarves will attract many, the novel vogue scarf makes a virtue of economy by contriving pockets to replace a muff, one for each hand.

The new shipment of spring and summer voiles should be inspected by Milady. The colored designs are quite the latest and smartest in vogue.

For every-day summer frocks, Tobralco is a wonderful washing fabric; it is to be had in stripes and plain colors, 25" in width.

Patent leather colored belts, silk and cotton hose, hankies, fashionable hatpins, laces, lawns and trimmings, are all of excellent quality and calculated to please most fashionable tastes.

Whiteaway's Shoe Department expresses quality and style; there is the harmony and distinction which gives their boots and shoes a place in the world of fashion, Milady must give this department her careful consideration. Perhaps the greatest feature of Whiteaway's spring display is in the millinery department. The hats have an individuality of design that amounts to "atmosphere," every model expresses a personality. These hats are ideal for Easter wear and for the spring races any one of these models would give the wearer distinction and smartness.

Milady has over 200 of the latest model costumes to choose from. They are all as smart and as chic as Dame Fashion desires excellent materials, of professional-looking cut, smartly up-to-date. Whiteaway's new costumes are the highest standard in dress, they are primarily exponents of style, and the flawless cut gives all costumes that undefinable element of distinction. Milady will find a host of other spring adjuncts in this popular store.

Wing On Co.

This "Big Store" is now well prepared for the spring season. Milady may spend many a pleasant hour here, and feel that she is really purchasing first-class goods. The millinery display is good; the kiddies' hats are a great feature. Wing On's have some splendid soft knit woollen jerseys for ladies; the colors are excellent and the style most appropriate for the spring season. Voiles there are in abundance, plain voiles, striped voiles, colored voiles, all ready to attract by quality and price. Milady must not overlook the linen; this will give joy and satisfaction to every home owner.

Handkerchiefs, trimmings, materials, ribbons of all kinds, hats, blouses, ready made dresses for adults and children, boots and shoes from America, cannot fail to attract shoppers who seek quality and good style.

Chic Blouse For The Springtime

A rather chic separate blouse of printed pussy-willow, side closing, which will, no doubt, gain much favor during Spring. The model shown is navy blue, with white figure, which makes an attractive blouse.

Importance Of The Blouse

(*New York Sun*)

Women delight in separate waists. Whether they call them blouses or shirt waists is of slight importance. The garment's the thing.

Those whose business it is to sell have heaped the shops with these gay harbingers of spring, these sartorial robins. They know the psychology of the appeal. They pay little heed to the floating rumors that drift in and out of fashionable talk, that the separate waist will be ousted by the frock that hangs from the shoulders, or that the muslin waist is too expensive for any women but those whose bank accounts can meet new motors and matched pearls.

Just now there are blouses new and old resting on the counters if they are just common garden waists, hanging in the glass show cases if they have a worthy price, or shown with due deference by the dressmakers who will ask something over a hundred dollars for making one.

All that has ever been invented in this old and traditional garment finds its place today in the exhibition. Once upon a time there were only blouses that tucked under the skirt belt, but today they are only a segment of a vast area of top garments. The designers have dipped down into the past ages to get inspiration. No period of history has seemed too commonplace to yield its patch of information, its idea for a detail if not a whole garment.

Kings and Queens might have lived merely to give impetus to a new blouse fashion, to judge by the eagerness which accompanies the designer's desire to drag from them suggestions for apparel, careless of what great deeds or deadly sins distinguished them from their kind. To the dressmaker the source of a fashion is usually unknown or of little interest, but to a designer, a genuine one, history is studied to impress a fashion on our times.

THE VARIOUS TUNICS

A woman can choose for herself whether she prefers the waist that ends at the belt of the skirt or the mediaeval garment that drops over the hips. Fashion is not inexorable on this point. She is wise to get as many of each kind as she can afford or that her wardrobe demands. There is no reason, except the strict economy that confines her to one single garment, not to wander in the open field and pick up the various types that will give variety to her costumes and to her figure.

If she sees an ancient picture that she likes there are dressmakers to copy it. She can reach through that method the reputation of being individual and a student of history and art. The books of the centuries that preceded the seventeenth are usually filled with clever suggestions that mean bread and meat to the woman who wishes to grasp new ideas.

There is no doubt that the ancient tunic as man first wore it has a great charm today. It can be a component part of a frock, needing only a short narrow skirt to complete it, or it can serve for sport wear under a sweater or as a blouse to finish a tailored suit.

In its latter capacity it is eagerly sought by those who like to feel that they can remove their coat without shame if the occasion demands. They fear the experience of the woman who at a lunch table forgot that she was dressed according to the new method—a sleeveless vest of lingerie beneath the jacket—and therefore threw off the coat as she sat down. It was a dreadful moment, but hilarity uncontrolled succeeded. She was a woman who did not object to creating a diversion toward herself, and she finds now that premeditation could not have placed her more strongly in the social lime-light.

But back to the details of the new blouses. They are long and short, of lace, Georgette, satin, chiffon, brocade, metallic cloth. Surely no one could ask more liberality of fashion than such a wide and satisfying choice.

The cost is according to the purse. The shape rarely varies except in the detail of going under or over the skirt. There are tunics that tie like in a sash about the waist, the ends so gloriously decorated or lined that they supply the ornamentation and color scheme for the frock; there are others that wrap about the hips in the fashion of a Japanese sarong and increase the sinuousness of the wearer.

It is no longer necessary to match the color of the skirt when choosing a set of blouses. That's where the buyer can get hold of plenty of variety for her one suit or separate skirt. Fashion permits us to wear French blue, Nile green, mist gray, Chinese yellow, cherry red and brilliantly embroidered black blouses with any cloth or satin skirt, provided the effect is not impossible.

Noble's VALUE IS WORLD FAMOUS

Famous, not only in the Old Country, but throughout the World, are the superb values obtainable from John Noble's.

You should send today for the wonderful 68-page Catalogue, giving full particulars and hundreds of illustrations of the very latest styles in Women's, Men's and Children's Wear, Dress Materials, Foot wear and all kinds of Household Requirements, such as Linens, Sheetings, Curtains, Bedding, Cutlery, etc.

Buy all such goods direct from England—from Noble's, the actual manufacturers, and thus save middle profits. Everything offered you by Noble's will give you extreme satisfaction in quality of material, design, workmanship and price.

To save writing to England in the first place, copies of John Noble's Catalogue may be obtained, post free, from the offices of the North China Daily News, Shanghai.

PATTERNS John Noble, Ltd., will gladly send a splendid selection of patterns of dress materials, post free, on application to Manchester.

REMITTANCES [in full] should wherever possible be sent by Money Order or by Bank Draft, payable at sight on London or Manchester.

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FILLET AND IRISH CROCHET LACE, INSERTIONS, ETC.

Wholesale only

96 SZECHUEN ROAD.

SPRING IS ON US

Spring will soon be on us with its constantly changing temperature and its attendant dangers to the complexion. A protecting cream is an absolute necessity, and of all creams you will find POND'S VANISHING CREAM the most efficacious.

Regular application will do wonders to refresh and soften your skin, and restore to it the health and beauty of youth.

When you open a jar of POND'S there rises the fragrance of the Jacque Rose, reminiscent of an old-world garden.

Do not delay, but buy a jar now. The habit will grow on you and your complexion will reap the benefit of your wisdom.

Pond's Vanishing Cream.

Wholesale From

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SOLE AGENTS

OUR FIRST SPRING SHOW IN ALL DEPTS. FROM MARCH

Fashion Exhibit

AT

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This department has been entirely refitted and is replete with all the Latest Fashions in Hats and Costumes. Our lady assistants in charge of these departments have experience in London and Parisian houses, and are fully qualified to deal with orders. A visit of inspection invited.

SPRING HATS OF SUIT ALL TASTES AT OUR POPULAR LOW PRICES

VOILE FROCKS
the latest
From $10.50

SILK JUMPER FROCKS IN ALL SHADES
from $75 to $150

WHITE VOILE FROCKS
From $12.50

VELVET CROWN HATS
From $10.50

CHILD'S SILK FROCKS
$12.50

SPRING MODES IN CORSETS
$4.50

REST GOWNS
From $25.00

CHILD'S SMART FROCKS
From $12.50

Afternoon Gowns and Hats by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 3[illegible] West Fifty-seventh street, New Yor[illegible] and No. 1400 Lake Shore Dri[illegible] Chicago.

A Turban of the New Fuzzy Straw That Is Like Cold-Coarsened Fur.

A Simple but Effective Gown of Shot Taffeta.

Skirt of a Chiffon Velvet Brocade, With Velvet Blouse.

By Lady Duff-Gordon *("Lucile")*

THE smart attire displayed on this page is suitable for mid-season afternoon wear.

On the right you see a skirt of chiffon velvet brocade and a velvet blouse. This is a chic costume appropriate for both formal and informal occasions, provided, of course, one can afford velvet frocks for informal occasions. The skirt is draped in the wrapped-around fashion that if well done is always graceful.

The blouse worn with this skirt depends on its fabric for the elegance conveyed. Also to the collar of real lace which accompanies it. The skirt is the greater triumph of the combination costume. Its grace is emphasized by the sash, that is tied with apparent negligence—that is, with the most studied of apparently unstudied effects. Observe the large, close-fitting satin hat, with its drooping feathers.

In remarkable contrast is the simple gown shown in the lower left hand of the page. It is made of shot taffeta. The drapery gives it a bouffant effect, although the skirt is drawn tightly about the ankles. The skirt is finished by a loose upturned fold, as are the short sleeves. These touches are novelties which we may expect to see repeated in the Spring modes.

The hat displayed in the middle of the page is new in shape and building material. The straw from which it is fashioned is a new kind, which has the fuzziness of the cold-coarsened fur of a living animal. Over this is worn a net veil, with a wide and graceful border of shell sequins. The veil is a trimming for the hat. The shape of the hat, a round turban, is new and so becoming that it promises to become a favorite.

In the late Winter we descry forerunners of popular Spring modes. For instance, already we see that satin and taffeta will be the favorite materials for Spring wear. We have already learned that the harem skirt is to be an increasing favorite. Beaded trimming will have even a greater vogue than it had in the Winter.

The liking for beaded trimming is in harmony with good taste. A motif worked out in beads of harmonizing or contrasting color seems to belong to the veil-like materials, as chiffon, crepe de chine and georgette crepe. Brown gowns show such trimming in black beads or sequins. Taupe robes are adorned by beaded designs in orange or dull blue and gunmetal. Black frocks are trimmed with a blend of Oriental colors worked out in beads.

A striking note of the early Spring will be the bolero. In the same material as the gown or in velvet or lace the little coat appears. Coatees seem to serve decorative rather than utilitarian purposes. While they may add a bit to the warmth of the costume by protecting the shoulders from drafts, their primary purpose is to introduce richness of color or fabric. The Zouave jacket from which they sprung is, you know, a vivid scarlet.

LADIES!

Spring is here and Summer is on its way.

We have prepared for the present season and the coming season. The silkworms, the weavers, the dyers, the embroiderers, have all been busy on our behalf, and now we cordially invite you to visit our Store and see the result of their and our efforts.

No matter what your requirements may be in

SILKS

SATINS, PONGEES, CREPES, GAUZES AND HAND-MADE LACES

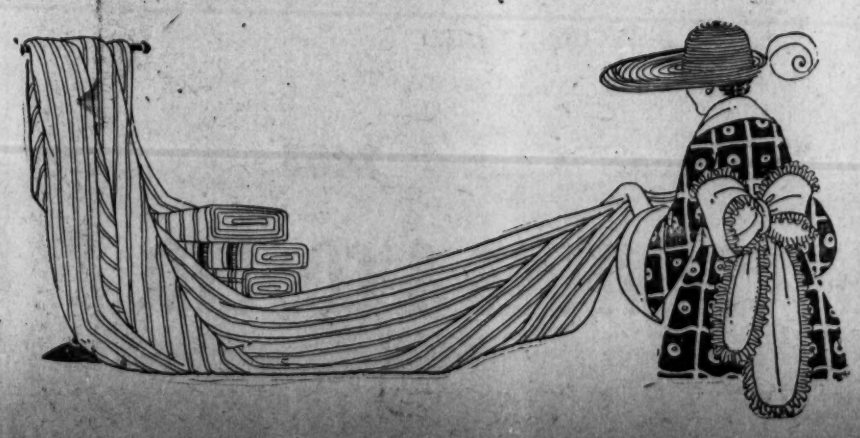
we can supply them

You will find, also, that you can buy cheaper than you can at any other place.

Men! Men! Men!

SILK SHIRTS are all the vogue!

Why not buy the material at the Store where you not only have the biggest selection of patterns and colors, but can secure the cheapest prices as well. Let us send you some patterns.



LAOU KIU CHWANG

(Founded in 1853)

P128 Nanking Road

Forecasts Of Spring Fashions Vary Widely

No forecaster of spring tailor mades need be without honor, for no matter if he prophesied them short or long, straight or flaring, loose or semi-fitting, trimmed or plain, he can point with pride to the realisation of his forecast.

It is as if the designers had said, "Let us wander where fancy leads so long as we ignore belts, or if we do not quite neglect them, let us handle them in a very fingerly manner"—the result being that woman of all sizes, shapes and specifications may have any sort of suit which pleases them and still be in line with fashion, so long as they remember that the merest wisp of a belt is all that fashion permits this season.

PROBLEM FOR THE BUYERS

In these times there are always women who must have a tailored suit, and there are also women who will have a tailored suit, but buyers are obliged to reckon with large numbers of women who belong to neither class and who are an entirely uncertain factor in their attitude toward suits. They may take to them with avidity or they declare with unanimity for the separate coat with frocks, only admitting the sports suit to their wardrobes.

With such women, accustomed to jumping into a frock fastened with two or three snaps, binging on a wrap and calling themselves dressed, the achievement of the smart, taut trimness which a tailored suit demands is more than they have courage for.

It is the woman who rejoices in nicety of detail and who does not count it time lost to spend a quarter of an hour getting her clothes on straight, that is the ideal exponent of the tailored suit. She bears a certain distinction wherever she is seen and is the envy and despair of women who lack her exquisite gift of trimness.

WIDE VARIETY IN DESIGNS

Whether women in the mass, not merely the typical well dressed city woman will take kindly to the tailored street suit this spring—spring being the season when such costumes give the greatest service—remains to be seen. It appears the makers have labored to remove every possible objection which could be urged against them. The widest variety in silhoutte, in design and in character is offered from the straight, severely tailored type so unkind to an indifferent figure to the informal and negligently shapeless model in which the lines of the figure are entirely a matter of conjecture.

Every description of coat is to be found—bolero, box coats, full coats, semi-fitted coats, coats with irregular edges, high collared coats and coats which fit snugly at the arms and shoulders and flare about the hips in a full rippled peplum. This last in conformance with the persistent effort to introduce a widened hip line. There is an occasional suit which has a charming little cape wrap instead of a coat and an occasional coat is lengthened to the knees, though this is unusual.

On the whole the admired effect of slenderness is not interfered with and skirts are what is somewhat euphemistically termed medium length, which means that they are not aggressively short. While the majority of the skirts are straight and slim, many of them are cut in tunic form or in three-tiered flounces, narrowing toward the bottom. Occasionally the tunic is box plaited and there are many accordion plaited skirts as well as an infrequent circular one.

THE PLAIN MODELS

Strictly tailored suits of an immaculate plainness are in equally good standing with suits which are trimmed with varying degrees of elaboration. Bindings of braid silk or leather are trimmings in excellent standing and embroidery is immensely used, but it is a discreet sort of embroidery, as a rule, to be found on suits of navy blue tricotine in selfcolor or black, sometimes flat and sometimes raised in bold relief.

There is a rather marked exception to this subdued embroidery shown on a suit which is being exploited among the spring models. The coat is very short, very full, has a hood collar and there is a long open fronted tunic. Both coat and tunic are broadly plaided with lines of wool embroidery, which are composed of three strands of color, yellow, green and red, couched to the navy blue tricotine of which the suit is made.

Blue serge is the fabric of which another suit is built, which has an interesting and unusual coat. This coat closes so unobtrusively down the front that the opening resembles an inverted seam and there is a straggling sort of embroidery which exhibits flecks of color here and there to pick out the design in blue floss. Altogether there is a peasant suggestion about this coat."

COATS THAT ATTRACT

Boleros and Eton coats are always attractive and when they are presented as they are this season with the additional charming detail of a broad and beautifully embroidered Spanish sash, they are likely to prove a dangerous temptation, even to the woman who should be looking at "stylish stouts."

With boleros or Eton coats, accordion plaited or tunic skirts or three-tiered skirts are provided and an occasional model is shown which has a little embroidered silk jersey or taffeta bodice as part of its makeup, which ties softly about the figure and falls in long sash ends at the back.

There are a good many suit coats which boast of separate vestees, either in metallic embroidery or in gay or neutral toned tricolette. These coats are usually on box lines and may be either slim and straight and slit deeply at the hips, or they may flare slightly at the lower edge.

A kimono sleeved coat is shown among these astonishingly varied models, and there are numbers of little half fitted, irregularly edged coats, as well as those which flare modishly at the hips while fitting rather snugly at the waistline.

Sometimes the outstanding peplum is brought about by shirring the circular coat at the waistline and holding it in place by the tiniest of leather belts, and again the full gathered skirts of the jacket are attached to the trimly triple plaited peplum of the fabric.

Every variety of collar may be seen, from the slender notched collar of the severely tailored coat to the smart French collar buttoned up to the chin. Sleeves as a rule are either three-quarter length and bell shaped, or long and fitting snugly to the wrist.

While at least five-sixths of the spring tailormades are, as usual, developed in blue tricotine, gabardine and serge, the remaining sixth contains a few interesting models which have ways of their own. A suit in beige Poiret twill has a shaped knee length coat with pocket flaps and an opening at the back slashed to the waistline. Another with an equally long black serge coat has a black and white checked skirt. These long, slightly fitted and flaring coats are occasionally worn with plaited skirt and are accompanied by a waistcoat with a Directoire collar.

Desirable for the strictly tailored models are tweeds and homespuns, which can be had in a range of soft and lovely colors as well as in the favorite beige and castor tones. There are also smart striped woollens for suits of this type and a moderate use is made of checks. French suits are appearing, made of tricotine or serge and trimmed with bands of woollen material in another color and sports suits in homespun are trimmed with narrow bands of angora.

TWEED AND HOMESPUN

In spite of the embargo, belted suit coats are shown in great numbers, but the belts are the merest tie-strings of the fabric or are narrow girdles of leather or twisted cord. There is an occasional suit of light colored silk duvetyn, piped with leather, and topcoats and capes of thick piled wools are appearing along with the first showings of spring suits in lightweight woollen fabrics.

A stunning cape, which makes itself felt three-tiered affair with a large hood collar. It is fashioned in a number of good colors, but is at its best in navy blue or henna. Each section is edged with a narrow woll fringe and in the case of the blue cape this fringe is tied in short and sturdy tassels with henna silk.

There are a good many simple three-quarter length top coats in polo cloth and the more silky thick pile wools, which can be had in lovely soft colors much as reseda, and appearing here and there are strange little shapeless coat wraps which have a good deal of distinction.

One of these unusual short coats is completely circular in form, but is tied in about the waist from under the arms so that it forms a full outstanding frill about the hips. There is a deep circular collar which drapes about the throat.

Another little coat of this sort is of blue homespun with an enormous cape collar of white. The garment is loose and shapeless about the shoulders, has short sleeves and narrow at its lower edge, which is just below the waistline.

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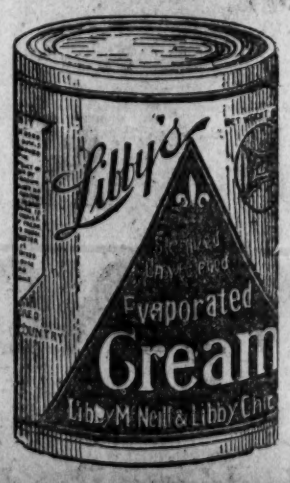

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What Well Dressed Women Will Wear :-: By Anne Rittenhause

(*New York Sun*)

One hears the word economy used extensively these days without seeing the actual thing put into practice. No one, by any stretch of the imagination, could possibly call the period since the armistice one of economy.

Individuals may protest against this, but one speaks widely and broadly, dealing with people in mass and especially with the aggregation of humans in great centers.

The financial world expected economy during 1919. The prophets foretold disaster, yet the truth is that investigation among dozens of business firms shows an enormous increase in purchasing and a vast extravagance that spreads itself over the continent like a cobweb.

Last September those in business were a bit afraid of the prices they felt compelled to ask for whatever they sold; now they ask those prices without apology or explanation. And people pay them. That's the vital point.

THE WORD PERSISTS

Still, the word economy filters through the warp and woof of social language as though one were compelled by necessity to forego necessities. It has a nice sound. It was used during the two years we were at war—sometimes under compulsion. Then it had a patriotic sound. It was often provoked by drastic emergency, yet it was often indulged in by those who bragged of it and who spent money on useless things of which they did not speak.

One feels that the practice of economy is broken, but the word hangs on in public and private utterance. The dressmakers have caught it. They brandish it like a club over the heads of those who look askance when they hear some of the new prices. The better figure, probably, is to say they use it as a magician's wand to induce buying.

And what is this economy? It has no kinship whatever with the saving of money; it is attached to the spending of money.

There are financiers and sociologists who always insist that economy has to do with the judgment and not with the purse, and so it is wise to use this basis of reasoning when the current word is used. One thing is certain: no one seems to be able to economise in the amount of currency spent. There are pessimists who feel that the situation during the civil war in the South will be repeated; a wheelbarrow of paper money carried to the milliner to pay for a hat.

Every one seems now to realise the vital fact that the largest amount of money cannot give more than a third of what it once did, and that one has to forget old prices to keep sane under the new scale.

Therefore, that side of economy is banished. We mean something entirely different from saving money when we speak the word today. So do the dressmakers. So do all those who have anything to sell. They argue against whatever is cheap, saying it will not last. They persuade people away from the lure of the inexpensive, arguing that it is extravagance in the end. Only the best is considered worth the spending of money. Under this persuasive argument, under this call to the subconscious judgment, prices are paid that would have made the brain whirl two years ago and would have robbed a bank account of its character in a day's shopping.

THE NEW SLOGAN

Women must come to realise this change in the turn of events. They must forget the prices that existed. They must forget the former value of currency. They must begin to regard a dollar as 50 cents. That is the only salvation for those who would keep themselves from hectic anxiety and who would go about their expenditures with an organised mind with a safe and sane judgment.

If, therefore, the dressmaker, the tailor, the shopkeeper persuades a woman to buy one thing good that will last all the qualities of the mind must be brought into play to find out whether the argument is justified. That's the question up to every woman this spring.

Suppose she pays a big price for a frock or a suit, will that suit continue to be in style sufficiently long to give value for the money paid? There is no dressmaker on earth who will answer that query. It must be decided by the individual purchaser.

Again the woman must ask herself whether the style may change, whether the contour of clothes may undergo a revolution, whether or not the material in her suit or frock will be available for further usage. There again she is in the dark.

She must remember that it is labor that costs and that the labor of altering a gown, no matter how sturdy the fabric, is almost as costly as the purchase of a new frock. Even the little seamstress does less work and asks more money, including food at the highest price ever paid.

It appears that the whole choice of a frock today is a gamble. It may go out of style by June, it may not be worth alteration, it may have to be worn regardless of the fact that one's friends are choosing different silhouettes.

On the other hand, if one goes against the dressmaker's persuasive arguments and buys something cheap, built of a material that will rub or spot or wear thin, where is the advantage? The money is lost.

One runs full tilt into this kind of talk when choosing a coat suit for spring. Winter may not be over, but in the heart of every woman there stirs a longing for something new It is no longer the custom to wear sackcloth and ashes during Lent. The slight cessation of social gayety which occurs during the forty days does not impel one to wear old clothes, to look one's worst or to keep on with heavy winter fabrics.

There is a promise of spring, of longer days, and of more sunlight in the very act of going into the shops and seeing the new clothes that are spread out for those who are tired of the suit they bought in September, of the furs that have served two years.

To all of these the dressmakers offer coat suits to which is tagged the word economy. It may be a bright new label on an old article, but here is the idea as it is emphasised and enforced by those who sell clothes: that one must buy several costumes in one. In the combination is a skirt, a tunic, and a jacket. The tunic and skirt together form a one-piece frock which can serve in the afternoon for a lunch party or a matinee, and this brilliant and costly tunic can be replaced by others of lesser pretentions that will serve for the strenuous hours.

When one wants a complete coat suit for the street, one adds the new jacket. If the day is cold, if one wishes to go into the country, then any kind of top coat of cloth, or fur, can serve.

In truth, there are so many alluring promises made for the costume that its possessor should believe it could be used for all the occasions of life except a ball. Of course, the price is high when one wishes to buy so much at one time, but the argument is that one pays for an entire wardrobe in one fell swoop, and that the rest of the season may be spent in merely selecting pieces from the wardrobe and assembling them into a complete costume.

The strongest emphasis is laid upon the peculiar adaptability of the jacket to various needs. Every one needs a spring top coat, is the basis of the plea. A fur coat is too heavy for April, an old coat does not put a new frock into the best light, a frock without a coat has its limitations, and the popularity of separate skirts and tunics makes a long jacket imperative. There you are. Quite a list of arguments brought in line for anything, don't you think?

So far as the season has gone the dressmakers have won out with these arguments. Women like the proposal. The same appeal was made years ago for the blouse that matched the street suit. You may, remember the time when a coat and skirt were ordered from a tailor and the choosing of white blouses was left to chance and one's leisure, and after years of practising that fashion the dressmakers suddenly sprang upon the public the ornamental thin blouse to match the skirt.

It was an innovation of prime importance. Woman had been paying $5 apiece for wash blouses to wear with coat suits, and they were asked to pay $50 for one of chiffon, lined with satin and touched with embroidery. Such a price for a blouse was a sensation, but the public succumbed.

The ornamental tunic of this season is but a repetition of that blouse. The price, however, is not the same.

There has rarely been a time, if ever when a coat to a suit was offered as a separate garment. They have been too short or too fitted, or the color was not natural and could not be used with other skirts. Today all these objections are erased.

The new jackets of this season are to the knees, or within a few inches of them. They are neutral in color, they have the long, easy swing of a man's jacket, and they look as well with one skirt as with another. They are usually in homespun, or any rough cloth that resembles it. Serge is not available.

JACKETS TURN INTO CAPES

The colors chosen are cloud gray, beige, putty and dead shades of tan. There is no limitation to the cut, provided it is loose and flowing in outline. It cannot be an Eton, or a cutaway, or a Directoire jacket, or a double breasted sack coat. It must take as its model the English coats worn by men.

So loose are some of these new garments that they may be called capes without provoking criticism. There is one new suit that carries out this idea and does it well. The skirt is short and narrow, in a plaid design that shows light blue, dark blue and tan, and the cape coat is loose from the shoulders. It has odd, elongated armholes that form sleeves, and is finished with an extra deep hem of the skirt material. The top edge of this is opened in deep slashes to form a series of pockets at the top.

There is another suit built of beige colored homespun which has a coat that swirls out from the figure like the sport top coats that Britishers wear. It reaches to the knees, is rounded in front, and has a muffler collar that can be arranged in a variety of ways.

There is still another suit which has a narrow, short skirt of red and black plaid, the material light wool. The long cape coat is of dull red poplin with broad army pockets in front, with a muffler that goes about the neck to run down the front to the hem.

One can multiply these examples indefinitely. There are certain suits in which the coat is trimmed with the plaid of the skirt and the originators declare it does not deter it from usage as a separate top garment. The public will soon recognise that plaid is here for an exuberant visit and that its application to any garment will be considered fashionable and acceptable.

NEW KIND OF COAT SUIT

To strengthen this conviction one need only glance at the counters of large shops, even the conservative ones that cater to fastidious women, to see how lovingly the weavers and dyers of the world have fashioned these checks and criss-crosses and Scotch designs. The eye is not affronted with crudity and coarseness in coloring. There is no mingling of violent blue and purple and green. The new plaids are built up in alluring dull colors somewhat like those used all over Japan where one finds nothing strident, yet realises that everything in the land combines to make a color scheme that cannot be equaled in the physical appearance of other nations.

It is saying much to boast that any modern material could be compared to the color schemes of the East, but the new plaids provoke comparison with the kind of artistry that dulls colors, then blends them together to make them restful.

Rust, beige, Chinese blue and various shades of yellow often dominate in the plaids that are to be worn in tailored suits. This is an assurance that women will not look like walking kaleidoscopes.

As yet there is no disposition to make the frock and the coat of plaid. One or the other garment must be plain. Usually it is the jacket. A plaid skirt can be used as a separate garment, and when it is part of a new tailored suit it is merely fulfilling one of its obligations.

THE OVERBLOUSE SUCCEEDS

The third garment included in this new costume offered to women for spring goes outside, not inside the skirt. It is as expensive as the purse permits or as ornamental as the inclination suggests.

An original blouse that receives admiration is of Irish lace dyed in a pale tan and lined with yellow chiffon. It has a girdle of twisted gold ribbon, long sleeves that bulge at the elbow, are tightly wrinkled about the forearm and shaped out over the hand. The neck is in a simple Renaissance oblong.

The delight which women take in dull metallic tissues finds its outlet in these tunics. They are often made of gold or silver cloth covered with chiffon, with a narrower velvet ribbon for a girdle, usually in Egyptian blue or jade green.

There are simpler tunics in satin quilted with silk or metal threads. This old, old method of ornamentation was revived into the vast society last spring.

ALL'S WELL THAT ENDS WELL.

A FANCY DRESS FRIENDSHIP.

"I WISH," said Helen, as she gave her hair a final pat, "that I could get hold of a really decent costume for tomorrow night. This Jazz affair is getting dreadfully tired. And every other girl in the room is wearing its twin sister."

A pretty rose-and-grey Pierette who was adjusting her right shoe nodded reflectively.

"Mm" she said, "But it is no good worrying. It's a bore not being a plutocrat . . . I say Helen . . . just look there!"

The two girls gazed fascinated at a woman who had just slipped off her cloak. She wore a delicious eighteenth century costume of mauve satin over a sprigged petticoat. A white powdered wig set off her softly glowing face and a patch was perched naughtily in one dimple.

"Isn't she exquisite?" whispered Helen. "I think those old-fashioned things are enchanting . . . and original these days! Come along, Mabel . . . they're waiting for us."

. . . . . .

It was a very depressed Helen who changed her shoes in the dressing-room after the dance. Her costume was rumpled and torn, and a large stain was visible on the front.

"I *can't* go to the 'Excelsior' in this tomorrow night" she confided to Mabel. "I'll have to tell Guy I've got a headache or something."

"Poor old girl" sympathised her friend. "I've only this one fancy dress and I haven't a sou in the wide. Oh, I say, I was introduced to that lovely creature . . . she's a Mrs. Beauchamp. She's asked me to have tea at her flat tomorrow . . . here she is . . . I'll introduce you too."

. . . . . .

The following afternoon Helen and Mabel were having tea with Mrs. Beauchamp. It was a charming room, and though the weather was warm, a small wood fire burned clearly in the grate.

Mrs. Beauchamp's appearance by daylight had given both girls something of a shock. Her frock was pretty, her complexion beautiful, but the lovely wig of the previous night had given place to her own hair, which was lank, dull and straight. Though she seemed young there was already more than one grey streak in her locks. She looked almost plain.

"I'm glad you liked my frock," she smiled, in answer to a remark of Mabel's . . . "But it always depresses me so. I do wish I lived in the eighteenth century, or that wigs were the fashion now-a-days. I *can't* camouflage my horrid hair anyway by daylight! Have another cake, Helen, they're *real* cream! Forgive my being frightfully rude, but could you tell me where you get your hair waved? Or is it natural? Because I was admiring it all the time at the dance."

Helen laughed.

"Can't afford to patronise hairdressers," she answered, "and it isn't natural. No, I just use *silmerine*." She finished as if that explained everything. Mrs. Beauchamp knitted her brows.

"Silmerine?" she inquired, "I'm afraid I'm very ignorant. What is it? Where do you get it? What do you do with it?"

"One at a time," laughed Helen. "It is a rather nice smelling colourless liquid. You can get it from any chemist's. You just damp your hair with it, put in slides where you want the wave . . . and, voilà, ze curls . . . "

"But that's too wonderful," exclaimed Mrs. Beauchamp. "Do you have to use it every day?"

"Oh, no . . . the effects last for some days. And the queer thing is that the more you use silmerine the less often you require it. It seems to coax the hair into natural waves that stay in of their own accord."

"If my hair weren't so odiously thin and streaky," said Mrs. Beauchamp, "I would rush out this minute and buy a bottle before I have another sandwich. But my grey locks would look too ridiculous in waves. Shall I buy a bottle of peroxide or Condy's fluid and turn my few remaining hairs a bright gold or red?"

"Mrs. Beauchamp," put in Helen, "I'm going to reveal a horrid secret. A little while ago I found some grey hairs on my own head. Mabel's fair; she won't go grey so soon. So I got a packet of *tammalite* and dissolved it in bay rum, and put it on the faded parts with a clean little brush. It was wonderful the way that it gradually brought back the color to my hair."

"How lovely," exclaimed their hostess. "Yes, I really must try that. Tammalite, you said, didn't you? By the way, a lot of people I know are using, *boranium* as a hair tonic, but so far I haven't tried it. Do either of you know if it's any good?"

"Any good?" chorussed the two girls . . . "Why, it's the only thing . . . "

"I mix it with bay rum——"

"You can use eau-de-cologne, I believe——"

"Its the most priceless stuff——"

"My hair's grown heaps thicker since I used it."

"Good gracious," interposed Mrs. Beauchamp . . . "I suppose I shall have to use it too. I'll put it down with the tammalite. What do you shampoo with?" she asked, "you've both got such glorious hair."

This time Mabel answered . . . "Oh, the usual . . . *Stallax*, you know."

"Stallax?" I don't seem to know it. Is it some special preparation?"

"I don't think so," replied Mabel. "It is quite ordinary stuff, I believe. You can buy it in ¼-lb. tins from most chemists. But it makes the most lovely shampoo; it lathers gorgeously in any water and your hair dries quickly after it and looks so soft and bright. My own hair always gets so dry and brittle after a shampoo of any kind that I always massage my scalp with olive oil before washing it."

"That's awfully nice to know," said Mrs. Beauchamp . . . "really, I'm most intensely grateful to you two girls. I've been envying your hair."

"And we've been envying your complexion," said Helen . . . "I do wish I had nice pink cheeks like yours, and I don't like the idea of rouge."

"*Powdered colliandum*," said Mrs. Beauchamp, in a dramatic whisper . . . "just a trifle . . . harmless . . . indetectable . . . any chemists . . . used it for years. By the way, Helen, didn't you say something about wanting a fancy dress for the 'Excelsior' dance tonight? You wouldn't care to borrow my rig-out, I suppose? It's just your size, and I know it would suit you."

"Mrs. Beauchamp," said Helen, "you're one of the best."

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TKATCHENKO BROS.

Smart Sports Togs From London

(*New York Tribune*)

New York, Jan. 18.—Our American importers have turned to London for their models this spring, because the English designers and manufacturers are offering an unusually smart collection. Not since pre-war days have we seen such striking English sports clothes, although before the war England was looked to for the best in this line. During the war years such new things as we had in sports togs came from the Paris market, and consequently there was considerable change in this type of dress. Directly the war was over, as well as during it, our designers got their inspiration from the more fussy type of so-called French sports clothes. Now the London dressmakers have regained their prestige in this line.

JACKET SUITS

Most noteworthy in these new clothes are the bright colored woolens woven in bold patterns. These are especially attractive in the striped materials, which form short, separate skirts, as well as complete costumes, consisting of a short skirt, either plain or pleated, and a straight, full jacket which is unbelted and rather of the wrappy type, cut with kimono sleeves. These jacket suits, which are very young-looking, are ideal for sports wear, because they are comfortable and do not hamper the movements of the wearer but permit her to take part in games with ease and at the same time to be very smartly dressed.

Replacing the quieter plaids such hues as orange, brick color and bright lavender striped cloths will make gay splashes of color on our tennis courts and golf courses this spring. Stockinette in plain tones, as well as rough camel's hairnoth, will feature in the coming suits. A new idea in the stockinette suits is the addition of corduroy collars and cuffs.

FABRIC HATS FOR MANY USES

With the turning of our thoughts toward spring and summer clothes there comes the question of hats for this season; what will they be like? Already we have a very good idea of what will be offered, but what will be accepted is another matter. The indications are that the fabric ha will not only be popular for street wear, but will be equally in demand for sports.

A new material used for hats is cire voile which is nothing more than a highly glazed voile For the spring it will be combined with straw. Later, it will be used for a more summery type of hat. As it comes in dark as well as light colors it will serve for both town and country wear.

Goat hair, as a trimming for straw hats, is a fashion of French origin. It has, upon first consideration, the appearance of a freaky fashion, but it is actually very pretty. On one Paris model, which is a straight leghorn shape, the fur, which has its edges tipped with black, is laid about the brim to obtain an unusually pleasing effect. Haircloth hats are not new—we had many of them last spring. This year, however, haircloth is combined with satin to make it softer and infinitely more becoming.

It seems impossible for milliners to give up the use of duvetyn, the French modistes appearing to have a particular liking for it. Some of the very newest models that have recently come over are of this fabric. One is treated in a way to give the appearance of being mottled all over. Most of the duvetyn hats are faced with straw.

PRACTICAL AND DAINTY

The clothes prepared for early summer are noteworthy for the practical element that has been combined with the daintiness that is characteristic of summer apparel. There are no extreme effects; all the dresses are of designs suitable to the well dressed woman's summer wardrobe. Sports clothes show some change of design and considerable change in color, for they are much brighter than those of past seasons. One is impressed with the fact that they are not distinctly mid-season clothes, but designed for summer.

WE FOLLOW THE FRENCH

Crepe de chine dresses brought out this year have a new significance, for they ar not only in the lighter colors but in dark shades for street wear. This, no doubt, is due to the fact that Paris featured crepe de chine frocks very largely during the late winter and spring. Particularly pretty are those of brown. We do not, as a rule, think of brown as a spring color, but this season will see a great deal of it, not only in these lighter silk fabrics, but in brocades from which are fashioned more formal frocks. One is amazed at the beauty of these new brown tones; they are a real achievement in dyes.

Brown crepe de chine is used to develop one frock. It has ever so many new and interesting features apart from the coloring of its fabric, which is light in tone—almost on a beige shade. It is girdled with a deep, rich brown velvet ribbon, the ends being allowed to stand straight out.

The dress is of chemise type, drawn in tightly at the waist by the dark brown belt. A few inches below the waistline are set two knife pleated tunics, one on either side. Another youthful idea is carried out in the use of a white organdie and net guimpe, like the guimpe of a little girl's frock. It shows above the neckline of the silk dress, which is gathered, and its little undersleeves peek from beneath very short sleeves of silk. Attached to the guimpe is a harem collar of organdie and net. This collar may be considered by some as an extreme feature, and for that reason it is made so that it may be easily detached.

A crepe de chine frock is slate blue in color. Its interesting feature is the straight, loose hanging back combined with a bloused front. The latter is gathered in at a normal waistline and permitted to blouse, the lower part, to which the pleated skirt is set, being attached to it in peplum form. The sash of the material does not go across the front, but starts at the under arm seam. The front of the skirt is plain, the box pleats being in the back only and the pleated section attached to the waist portion with hand fagoting. The sleeves, too, which are novel and pretty, are set in with the fagoting.

Dotted crepe de chine also plays a prominent part in our new clothes. While a frock made entirely of this material would be monotonous, it is most effective when combined with plain fabrics. It is frequently used in combination with plain white voile.

This summer's organdies are in beautiful shades; browns as well as bright coral being among them. Embroidering organdie with worsted is a new idea in trimming. Loosely twisted yarn is selected and the stitch worked in such a way as to give the appearance of the wool being split. Skirts of organdie frocks are entirely covered with this wool embroidery.

A bright coral organdie dress has the waist made in the form of a tiny shawl, to which, at either side of the front, buttons a white lingerie vest, extending below the waistline in apron effect. This is an elaborate vest, being completely covered with hand embroidery and drawnwork. It is the only trimming on the frock other than a tiny sash of the material. This, instead of being made double, as such sashes usually are, is of a single piece of the organdie; bound on either side with a bias piece of the fabric. A strip of material treated in the same way is used for little bows and tied about the sleeves, which are so short that they are little more than shoulder caps.

A Dainty Outdoor Frock For Miss 1920

At the first showing of the 1920 fashions in New York, this rather dainty outdoor frock attracted much attention. It is a simple dress of "kumsi-kumsa," and promises to be quite the thing with Miss 1920.

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Frills In Profusion Mark Blouses For The Coming Season

New York Jan. 25.—Tracing the origin of species is a light and easy task compared with tracing the origin of a fashion. There are so many arid spots in this field of research where the original thread is apparently lost in the sands of time, but if one ambles leisurely backward one discovers another bright and shining strand and so on back to the first bark cloth tunic which was invented by the very first dressmaker that ever was.

That was a long time ago, but it has come to be quite a casual, Hermionesque occupation to trace with all confidence the source of a particular fashion to a certain period or person and there to pin it securely as if it were a newly captured butterfly.

A MODERN TENDENCY

This is an entirely modern tendency. Not many years ago it was enough for the average citizen that a fashion started somewhere, presumably in Paris, gradually percolated through a good many thick layers of prejudice, arrived at the pinnacle of popularity, endured for a time, died a sudden or lingering death and went to the place where all good or bad fashions go, there lurking with the other shades of by-gone modes waiting to be reincarnated again in 50 or 100 years for some mysterious or perverse reason that was vaguely connected with fate and had frequently to be whispered about.

This was on the whole a much more satisfactory way to absorb the history of fashion than the present pseudo-scientific spirit of tracery which never leads quite far enough toward the original sources. For instance it has been frequently said that the inauguration of the wearing of separate blouses by women was in London about 30 years ago.

A CRAZE OF 60 YEARS AGO

As a matter of fact the Garibaldi shirt was a veritable craze of fashion fully 60 years ago and if one is as familiar with Godey's Lady's Book as one should be there will be a vivid remembrance of certain exquisite little book muslin bodices, puffed and lace trimmed, which were worn with silk skirts 80 years ago or more.

Of course the great vogue of the separate blouse came with the mannish coat and skirt suit of which London was the proud parent, and it was at first the not so very feminine adaptation of a man's shirt, though it later became a prim and formal garment of silk and boning.

The overblouse which has for the last three years been trying to crowd the shirt blouse off the map of fashion is obviously a more or less direct adaptation of the peasant blouse, which in its turn was founded on that first primitive which had seams sewn by hand.

Undoubtedly the reason for the persistence of the overblouse is that while it embodies all the good points of the shirt blouse, comfort, informality, freshness and diversity, it has the unquestionable advantage of not cutting the figure in two in the middle.

FAULT OF THE SHIRT BLOUSE

This was the ineradicable fault of the shirt blouse, particularly in its earlier days when small waists were our painful portion. No matter how much a slave of fashion a woman might be it was always in the back of her mind that a separate and contrasting blouse took inches from her height and many degrees of charm and completeness from her general makeup

An effort to relieve the effect of separateness inaugurated the fashion of having the blouse of whatever fabric match the suit exactly in color and launched the dictum that a woman wearing a white blouse with a tailored suit must never take off her coat, no matter how torrid the day or room. Finally the convenient shirt blouse and with it the tailored suit were largely superseded by the one piece dress.

We are fast beginning to realise that with the widened natural waistline which straightens and simplifies the lines of the figure, even the shirt blouse has ceased to have the effect of detachment from the skirt which was its chief defect in wasp waisted days.

No power can prevent a blouse differing in color from the skirt with which it is worn from shortening the figure, but in these days when shortness might be called the dominating motive of fashion, a few inches more or less does nobody any harm.

There is every indication that with the revival of interest in the white daintiness of collars, cuffs and gilets, the lingerie short blouse is about to come into its own again. One of the chief reasons for its waning popularity was the enormous difficulty and expense of laundering during the pinching days of war, and many women have of necessity turned to the thrifty ways of their grandmothers, who seldom allowed the laundering of delicate fabrics to go out of their own skilled hands into the careless ones of servants.

Really excellent hand made blouses may be had at what in these times seems like a singularly modest price and though they are catholic as to neckline they declare with a remarkable unanimity for long sleeves. There are square necks, round necks, pointed necks, almost invariably finished with collars which accentuate the slender, narrow shouldered effect so much desired.

These collars may be rounded off sharply at the closing point, they may widen and end in deep, square points or they may be the straight rolled back collar, either wide or narrow, which is the natural finish for the square neck.

There is an exceptional collarless neck and an occasional round neck finished with a wide plaited Pierrot frill. Frills and more frills are lavished on the coming season's blouses. Wide plaited frills, often vandyked and narrow fluted and plaited are employed with a fine, careless disregard of the difficulties of laundering.

Frills are hemstitched, tucked, picot edged or bordered with lace and may be simply an edging for the collar and cuffs or may be in the shape of a wide single or double frill, which ripples down the blouse's front. A favorite method is to finish the lower edge of a square pointed collar with a drooping, plaited, lace edged frill, which is allowed to cascade to the belt. Valenciennes lace is frequently plaited and extremely narrow lace is gathered in an overlapping series of wee frills, organdy frills are usually picot edged and fluted.

Cuffs are nearly always turned back smartly over the snug wristbands of the long sleeved blouses and are ornamented in accordance with the collar. When one gets away from the conventional white lingerie blouse short sleeves are numerous.

Among the sheer wash fabrics utilised are nearly all the old favorites, batiste, voile handkerchief linen, dotted swiss, net, organdy and georgette and their delicate charm is brought out by decorations of tucks, drawn work, embroidery and lace. Filet still holds its important place in the lingerie blouse and there is much Valenciennes and a good deal of fine Irish crochet used.

Delicate colored embroideries edge the collars, cuffs and frills of certain sheer white blouses and ornamental borders of colored handkerchief linen are hemstitched to a white foundation. French blouses of blue or purple linen have applique colored flowers and designs as ornaments. Blouses of organdy or georgette are to be had in a great variety of lovely colors. One blouse in colored organdy has white net frills bound with the organdy, and a fascinating little green georgette blouse is trimmed with points of white organdy set on in a scant, frill. Finally there are the elaborate and elegant lingerie blouses which are composed entirely of real lace and embroidered net, batiste or handkerchief linen of a miraculous fineness.

Frills appear again on the tailored blouses of men's wear; crepe, silk, georgette and dimity but prim, small, finely pleated frills which are in keeping with the severe character of the blouse. Among these blouses there are, of course, models which have high or Eton collars as well as those with the long rolling collar. The fronts of the tailored blouses are often tucked and cross tucked.

The overblouse has appropriated to itself nearly all the interesting novelties of the season's blouse models. There is one especially stunning group of sports jumpers which are fashioned of printed silks in large, bold but beautifully colored designs. One has a black ground with huge pink roses sprinkled all over it and the girdle crosses the figure and ties in a bow and ends on either hip. Another in a smaller, closer pattern, but of even more brilliant color, is cut in a Chinese fashion with long open sleeves, is bound in plain color and has its various slashings edged with tiny buttons.

Overblouses of both georgette and minuet, the new heavy silk jersey weave, are embroidered in wool of a different color or are bordered by a curious and striking sort of embroidery which resembles Krimmer fur and is produced by innumerable loops of embroidery ribbon.

There are delightful overblouses of bright crepe de chine with long sleeves which are edged with double rows of plaiting across the bottom. There are also jumpers of Roshanara crepe in colors of stained glass richness which open down below the girdle and are worn with a white organdy gilet.

Extremely picturesque smocks and typical peasant blouses with all the characteristic embroideries in primitive colors are fashioned of silk crepes, of blue Japanese cotton of orange tissue or of white organdy. They are made very open at the neck but with long full sleeves and are usually girdled.

American Fashions For American Women

That is the cry of American modistes, who are determined to retain the simple beauties of American fashions. Hence this beautiful scarf and muff of "tail-trimmed" ermine for evening wear.

High Cost Revolutionises Ideas Concerning Stockings

(*New York Sun*)

Old ideas concerning stockings are revolutionised. The cost has made women consider the question with more seriousness than they have for a decade, and they realise that certain dominating fashions have been brought over from France, where strict economy has been necessary for five years.

The fashion for bare legs in Paris, which interested and puzzled the Americans last summer, was really a national protest against the price of stockings. The French women were not accustomed to paying thirty francs for a pair of silk stockings and twenty for a pair of cotton ones. Peasants were accustomed to knitting their stockings of wool, so they were not concerned with the increase in prices and the scarcity of clothing in Paris; but they represented only one sector of France.

INTRODUCED BY TOWN WORK

It was not the fashionable women who introduced bare legs, nor the peasants; it was the town workers —those who had to live on a moderate income and was not able to buy enough stockings to supply their demand. They uncovered their legs as a protest against increased price, and with French artistry they used brown powder which took away from the nudity of dead white flesh. The result was that the legs looked browned by the sun. They were partly covered by the broad ribbons that were laced around them in imitation of the Roman cothurn. The effect, therefore, was not nearly as shocking as it sounded when the tale was told. Naturally a fashion like this was quickly taken up by those on the stage, by dancers, and by that large group of women who must focus attention on themselves.

The bare leg fashion finally came to America and was adopted on the other side of the footlights. This was its limitation. But there were fashions in stockings which were also provoked in France on account of scarcity and the higher prices. They have just begun to get general acceptance in this country.

For instance the plain black stocking does not hold as high a place as it did. France dropped this on account of the imperfect dye, and American women have found a vast deal of trouble with black stockings in the last three years. Therefore the two nations took to colored stockings.

Paris women, on finding out that it was not possible for them to buy many kinds of stockings, determined to select a neutral shade which would go with all gowns. Their two choices fell upon a misty blue gray and a pale tan they called beige. They adopted the latter for nearly all the hours of the day and evening.

This choice was practical as well as artistic. The faint dyes that were used did not run and did not eat the thread. One had to pay $4 a pair for these stockings as long ago as last July. It was the reason of their cost that impelled the French to wear silk stockings that were cleverly darned. They did not hide the darns nor did they even apologise for a "Jacob's ladder."

In America we are slowly taking up the fashion of gray and beige stockings permitting them to replace many highly colored ones that we have worn for two years. This fashion has resulted in the partial abandonment to match shoes and stockings to colored evening gowns. This is a delightful saving in vitality to the majority of women.

The new type of gold slippers, which have only a small amount of the former metallic coarseness and stiffness about them, blend in well with these beige stockings which have a touch of gold in their coloring, therefore, one can economise both on shoes and stockings by adopting this one choice of foot covering for all one's evening apparel.

The fashion for woollen stockings did not come through the peasantry of France, but through England. It was begun by the English women who served in the war. The French woman, outside of the peasant class, does not like woollen hosiery. She is too fundamentally feminine. She wears through all hours and seasons cobweb stockings and low shoes with thin soles. She refuses to wear rubbers even through the dreary months of rain, which is the winter climate of France. Possibly this is a vital cause of the tuberculosis statistics in Paris.

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Sandals And Fantastic Shoes For Spring

There are times in the history of women's apparel when the accessories become of prime importance.

It may be minimising shoes and hats to call them accessories, but to the average woman they occupy this place in relation to the larger part of her costume.

Now and then, as the epochs change, shoes go through a decided revolution. The fact that the toe turns from pointed to round, or from round to square, may seem negligible to the majority of women until the subject comes up to them to be decided; but it is never negligible; it is a question that affects so great a part of our industry that to the men who deal in leather, in the machinery for making shoes, the change is a vital and puzzling one.

MUCH BENEATH THE SURFACE

In the shoe business, as in other sectors of industry given over to women's clothes, there is so much that lies behind the surface. We often ask why certain things must be endured; why we can't get the type of shoe we want; why certain lasts are not standardised, and, after fretting, we come to the conclusion that the inability to find exactly what we want is due to the incompetence or the obstinacy, of those who make shoes.

Nothing is further from the truth. When a certain set of machinery for making shoes is thrown into action it must go on. Big capital is needed to start a certain type of shoes and only its absolute failure on the market is an excuse for clogging the wheels of action. No one is more concerned with a change in public opinion concerning shoes, or with a change in demand for certain types of footwear, than the men who make shoes and who support factories.

The individual bootmaker who follows the whims of his patrons, who makes his own lasts and looks after a small but lucrative clientele, is rarely worried over the change of mind that comes to a great crowd of women. The man who must make shoes in mass, he who must own expensive machinery to support the market, is the one who worries when there is an abrupt swinging of the public mind from one quarter to another.

There you have the reasons for the perturbation among the shoemakers today. The wind has veered in a new direction. The American shoe is regarded with criticism. The demand for the round-toed shoe with the Cuban heel grows apace.

WHICH SHALL IT BE?

Certain conservative houses insist that they will not give in to the desires of their patrons for these shoes, but will continue to make and sell the long-vamped American shoe. These bootmakers think the shape is attractive; that it has refinement; a touch of elegance. They argue that the French shoe, as it is called, is the ugliest choice an American woman can make and that she should be kept from such dangerous and uncertain paths.

Other houses take the attitude that they must meet the demand of the American women or perish. These are selling round-toed shoes. Some of them strenuously advertise the French last. Others advertise the American last. The struggle is on. The fight will be bitter. Those who are in the watch towers say that the French shoe will win out; that victory will come before June. Strange situation, this.

When the Americans were in Paris last August their amusement was continually evoked by what they called the foolish little shoes of the French. Now we are face to face with the fact that the Americans are wearing these foolish little shoes over here. They are not quite as extreme as those worn by the Paris women, but they are a reversal of everything we have worn for eight years.

The American has accentuated the flat heel, the narrow width, the long, extended vamp with its pointed toe until the shoe became a companion to its predecessor of the tenth century. The artists have rebelled against this shoe ever since it was invented and adopted by the Americans. They have insisted that it is as pernicious in its artistic effect as the shoe of the Chinese woman; that it destroys the shapeliness of the foot by magnifying the length; that it spoils the arch by flattening the heel, and that it robs a woman of whatever elegance her costume may possess.

On the other hand, the average woman, aided and abetted by her shoemaker, has insisted that this mediaeval shoe has true elegance and is far more fitting for her foot than the "silly stubtoed stilts of France."

BOTH SHOES COMBINED

Is there no compromise? Is it not possible to persuade the American woman and her bootmaker to make a shoe that has the best qualities of both French and American styles?

The round toe which gives breadth to the ball of the foot and carries out the natural lines of the foot is good. It gives ease in walking; it shortens the line. In addition to this there should be the exceedingly slender instep which the average American foot demands and which the French foot does not need. The arch should be high, the heel should be a straight Cuban affair which supports the foot firmly at the very spot where nature intended it to be upheld. This type of last has beauty; it has merit, and it should be revived.

You may remember that it was once the famous American shoe. All Europe adopted it from us. The French took it up with enthusiasm, and, by the way, at the very time that we wore this shoe and boasted of its merits in whatever part of the globe we penetrated, we also laughed at the French mediaeval shoe which was worn at that time. Now we have adopted the latter and we laugh at the French Grecian shoe.

So it is that our minds change. And we are not alone in the trick of indorsing whatever we do and regarding as absurd whatever other nations do.

WE FOLLOW THE FRENCH

Whatever has been our opinion concerning the American type of shoe during the last half dozen years, the fact confronts us like a blow in the face that this opinion has undergone a change. Whether we are restless and want a new type of shoe, whether we have set our minds on going to Paris, in mass, and making our feet draw less attention from the French humorists than they did last summer, we have set our faces toward a new last.

It is probably the Paris influence. The shot skirt and the short sleeve have sailed across the ocean and fought their way into the front line of fashion since last November, and we no longer regard as sensational an assemblage of women at midday with four inch sleeves and bare arms.

The conservatives, who insist upon being different from their neighbors who buy the latest fashion, have adopted the long wrinkled sleeve with its flare at the elbow as a rebuff to what is commonplace. Of that sleeve there is more to say, but this is neither the time nor the place to say it. It has been exploited by Paris as an offset to the short sleeve and the smart French women have adopted it. They even incorporate it in tulle, in some of the best evening gowns. We in America, on the other hand, are fully launched on the cap sleeve. There you are. The difference is acute. Actually, an ocean rolls between us.

As for shoes, it is said that the ultra-smart French women send to America for their footwear, and it may be that Paris will launch the mediaeval shoe with the lowered French heel at the moment that America goes quite wild over the Grecian sandal shoe in its various manifestations.

It is the Grecian sandal, you know that inspired the prevailing French shoe. Whether or not we copy this shape lies in the future. At the present hour we are merely concerned with the intense and violent struggle between the mediaeval shoe, which is said to be dying and relinquishing its hold on life slowly, and the round toed sandal with the Cuban heel, which sometimes becomes an Oxford tie or a high shoe or a Roman cothurne.

This struggle is shown socially. Wherever women foregather their eyes glance toward the feet of those who go in and out and they comment as follows: "There's the French shoe; I'll never wear it," or "Observe those beige colored stockings with black sandals. That's the smart thing. Do you like it?"

As far as the new fashion has gone in America there is no sign of what was once known as tango ribbons. The French women have laced their shoes about the ankles with ribbons for two years, but the American is apt to take the shoe as it stands and omit the ribbons. Neither is she quite sure that she likes that bracelet of leather or suede about the ankle.

She is sure she likes the Cuban heel. She usually prefers it to any other type of heel and it was a blow to her when the shoemakers dropped it from their standardised lasts and gave her the choice between a round, flat heel and the high French heel.

The foot of the American woman is not suited to either of these. She walks too much and too firmly to wear the French heel on the street, and her foot is too arched to look really well in the wide, flat heel that has been adopted from men's shoes. The Cuban heel upholds her arch, gives shapeliness to her foot and permits a slenderer instep adjustment than either the French or the flat heel. It is good that it returned to fashion. It is welcomed with joy and relief.

There is a recrudescence of the Oxford tie on account of the revival of the Cuban heel and the fashion for covering the instep with various types of straps, bows and buckles.

The new shoe, you know, becomes quite fanciful when it reaches the instep. That is one of the symbols of its modernity. The new Oxford is not cut high at the instep, like its predecessor. It has abandoned this ugly line and goes back to the more graceful method of reaching only half way over the instep and showing a huge bow as ornamentation. The taste of the latter is questionable.

These Oxfords are heavily stitched in order to shorten the foot. That's the whole idea in the new shoe. A woman who wears a number six by this process makes it look as though it were a number four. A round vamp will always break a long line, a bow on the instep aids in this, and irregular lines of stitching break up the smooth expanse of leather which, on an unusually long foot, is not altogether agreeable or artistic.

There are several varieties of Oxford ties that do not follow out the creed of simplicity. They are perforated over the instep, or they have three or four straps which meet in the center and are tied together with a fluffy bow of black grosgrain ribbon. There are Oxfords in cloth and perforated leather, in suede, covered with bands of stitched patent leather, in mottled and striped cloth with bands of dull leather to deaden the effect.

In truth, the fanciful aspect of shoes is so strongly on the increase that certain women have ordered plain shoes in sufficient numbers to carry them through the incoming fashion which promotes whatever is not simple.

One woman who is proud of her feet and the number of shoes she possesses says that she attended the January sales of the mart shoe shops and bought every single pair of shoes that her dress allowance permitted whenever she could find the last and the type of shoe that she preferred. She has a shoe trunk filled with these purchases and she does not expect to buy again until the new fashion has vanished over the horizon.

It is interesting that certain types of heavy shoes once known as brogans have come into fashion along with the fantastic, frivolous Oxford tie. These brogans have the stitchery on straps to break the crude effect of so much brown leather, while some have the fringed tongue hanging over the instep which is borrowed from the Scotch golf shoe.

With this type of shoe smart women wear woollen stockings minus gaiters and rubbers. In truth, the woollen stocking has an unprecedented popularity. Its price does not seem to deter women from buying it by the dozen. It is worn with almost everything except a patent leather pump. It comes in stripes, in a fine, soft weave that makes it look like silk, in a heavy, sturdy pattern that makes it available for golf and stormy days on city streets.

It is not necessary to match this stocking to the shoe. It is now correct to wear French blue, dead green and dull yellow stockings with heavy black and brown shoes.

There is a sharp struggle going on between the heathen sandal, as some call it, which was worn before the dawn of Christianity, and the plain, severe American slipper made of satin with its huge buckle across the vamp.

The French, by the way, do not use this buckle, and there are numbers of smart women who have discarded it not only for that reason, but because they think it makes the foot look larger and gives a brilliancy to it that is not necessary or artistic. The really smart American slipper, therefore, has no ornamentation of any kind, and subtly sinks into a lace or cobweb silk stocking.

Here again there comes another struggle which is fought over the question of whether the stocking should match the shoe or the frock. Conservative women hold that it is more artistic to match the stocking to the frock and not break the color line above the ankle, which makes the foot look larger than it is. On the other hand, the French idea is to wear a neutral colored stocking which goes with all gowns. They have adopted a dull gold which might be called a beige, and a pale mist gray. They wear these two colors with all shoes and gowns. When they abandon black slippers they choose gray beige satin which exactly matches the stocking.

It is thought by many artistic women in America that the latter idea is the best that can be adopted by a woman of slender means who goes out often in the evening. Every one knows it is ruinous to the purse to try to match slippers, stockings and frocks, unless one wears black and white throughout the seasons. When one pays $16 for a pair of evening slippers, $5 for a pair of thin colored silk stockings (and at least three pairs of stockings are needed for each pair of shoes), then the price of a gayly colored gown is beyond the possibilities of a small income.

If a woman adopts the French idea of neutral slippers and stockings she is then secure, and for that reason it should make a strong appeal to all who hate to have an evening's gayety spoiled by its cost.

We are on the threshold of dropping the plain American satin slipper. This sandal, which has been taken up so widely in Europe has made its appearance in America and gained many adherents. Smart women who go in for new fashions wear it now at all gay functions. It is of brocade, with or without metallic threads; it has one or more anklets; it is short in the vamp, and sometimes it has straps across the instep finished with a huge buckle.

It is not, however, true to the tradition of sandals, because it adds a high French heel.

Attractive Summer Costume

This attractive frock of flesh colored crepe de chine, showing crocheted ball button trim with girdle, is an advance season model. The long hatband is of "Lady Fair" ribbon. The overblouse is hand embroidered in raised design.

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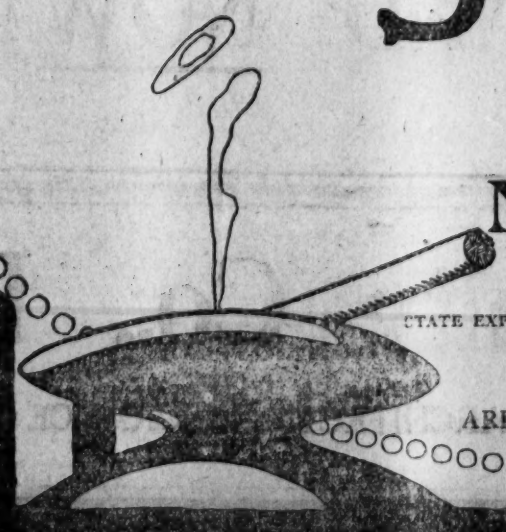

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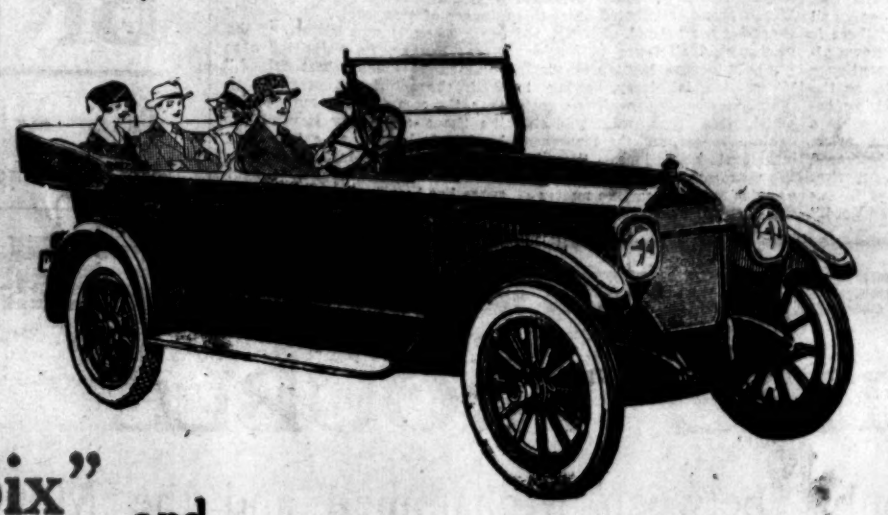

1920 Models

"Special Six" (5 Passengers) and "Big Six" (7 Passengers)

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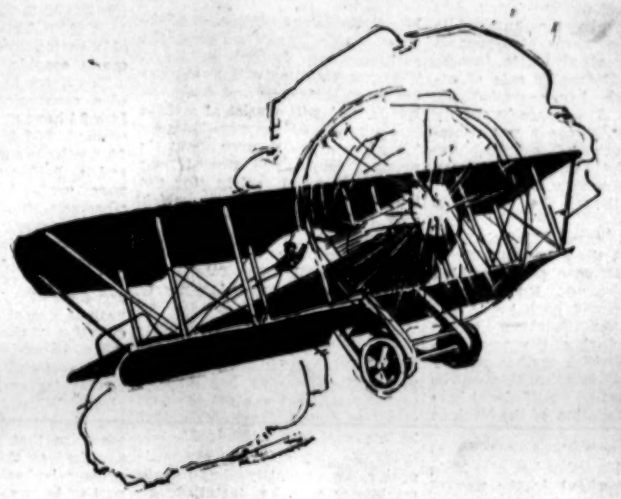
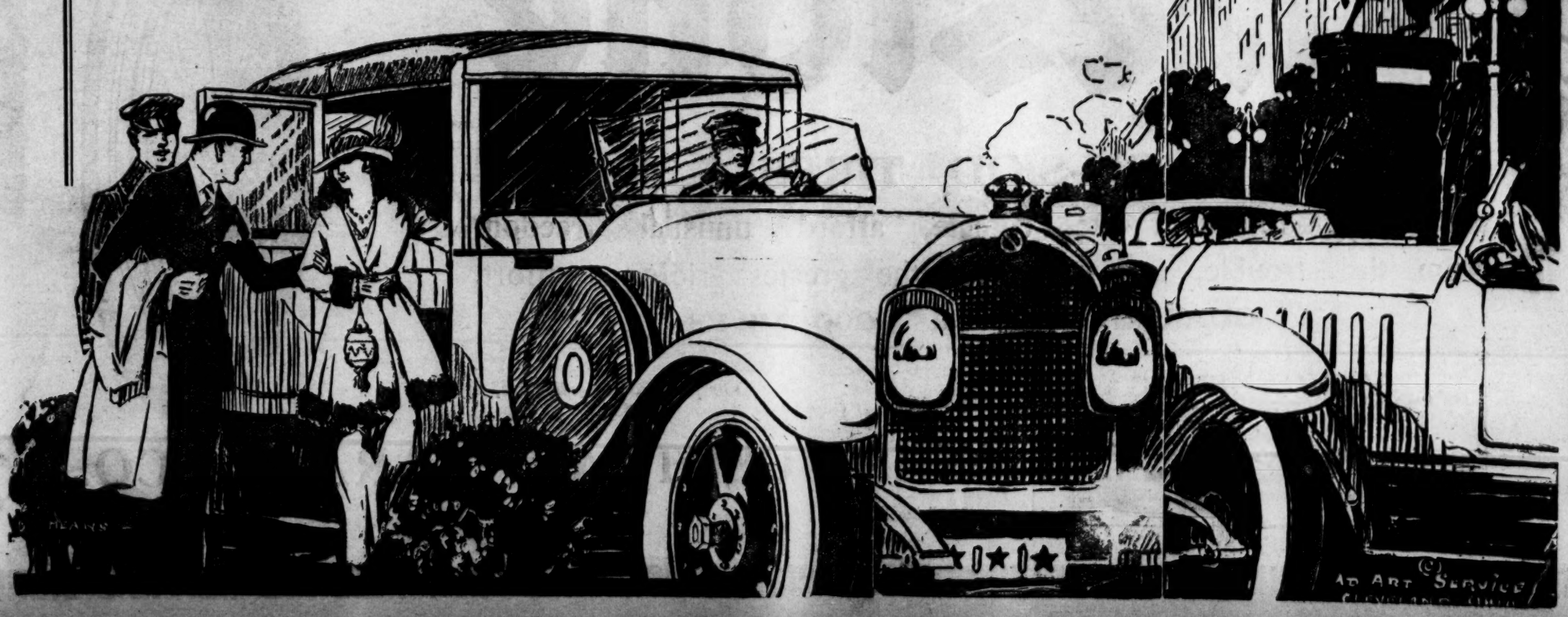
SOLE AGENTS

36 Bubbling Well Road, Shanghai

On View in our Show Room





Shanghai's Demand For Automobiles Increases

Concensus Of Opinion Of Local Garages Is That Cars Will Be Harder Than Ever To Obtain, As Demand Far Outpaces Supply. Many New Models On Exhibition

When one remembers that Shanghai's only outlet by road is to Woosung, it is remarkable that there is so huge a demand for motor-cars. Yet from dawn to dusk the streets of Shanghai are crowded with every conceivable kind of mechanically propelled vehicle. Recent arrivals comment on the great number of high-powered cars to be seen, although Shanghai is the ideal place for the low-powered car. There is not a difficult gradient in the whole city and for the greater part the roads are in good condition. Despite these peculiar advantages in favor of this type, the number of low-powered cars is insignificant.

The chief factor which has tended to make the automobile popular as a means of transport for the man of moderate income is the very favorable rate of exchange which has prevailed for some time. People are beginning to realise that a car is not necessarily a source of constant expenditure, but may be a very valuable time-saver for the busy man, even though he be not a "taipan."

American cars still hold the market, but there is a likelihood that we shall soon see something of the British and French cars, which performed such grand service under the difficult conditions in Europe during the war. Although the British car has gone up tremendously in price, this will be to a great extent nullified out here by the appreciation of the Mexican dollar.

Taking everything into consideration, Shanghai has very little to grumble about in the way of cars. The man who wants a car can always get one, and that is more than can be said for England and the greater part of Europe.

Shanghai is now thinking of things aerial, and an impetus may be given by the arrival of the much talked-of Italian aeronauts, who, by the way, seem to be taking their time over the trip.

Auto Palace Co.

The Auto Palace Co. is one of the oldest established motor firms in Shanghai, and occupies premises at 362 Avenue Joffre, covering four mow of land. The company holds the agency for the well-known Michelin tyres, a large stock of which are always on hand. Among its agencies is also the Briscoe car.

The company is fortunate in having two skilled foreigners in charge of the repair shops, where any repairs or renovations can be handled. The painting shops have been considerably enlarged, and the matter of car storage has received attention. An arrangement has been instituted whereby customers' cars are stored at a nominal charge, in the knowledge that they will receive every care.

The Garage is under the expert management of Mr. R. T. Ryton, while the repair shops are under that of Mr. J. W. P. Marsh.

The Central Garage

The premises of the Central Garage Co., Ltd., in Jinkee Road being insufficient to cope with the great rush of new business, the company has decided to move. The new premises will be on the corner of Hongkong and Szechuen Roads, and will consist of a three storey reinforced concrete building. The structure will cover about six mows of land. The ground floor will be devoted solely to the handling of customers' cars, which may be stored to the number of one hundred. There will also be private garages, each separated by a fireproof wall. The total storage space will accommodate nearly 400 cars.

Another branch of the company's activity which is to be extended is the car hire service. At present the company has 40 cars plying for hire, but when the new premises permit, the number will be increased to one hundred.

On the repair side of the business, a large quantity of up-to-date machinery is to be installed, so that any repair may be effected without sending to America or Europe for spares. The workshops will be so well equipped that in the words of the manager "We shall be able to build a car there."

Among the very valuable agencies held by the company are: Cars: Overland, Templar, Mercer, Austin, Agus-Anderson, A.C., De Dion Bouton, Armstrong-Siddely, Morris - Oxford, Morris - Cowley, Sunbeam. Lorries: Garford and Federal. Accessories: The American Bosch Magneto, Philadelphia Batteries, Firestone Tires, Lee Tires.

The number of agencies which the company holds has recently been increased, and in the near future it is anticipated that there will be several more additions.

Dodge & Seymour (China) Ltd.

Messrs. Dodge and Seymour, local representatives of the Hudson, Essex and Ford cars, have recently opened a large showroom at their premises on Rue Montauban, where they have on view the latest models of the well-known cars for which they are agents.

It is remarkable to note how successful the Essex publicity campaign has been in the United States, over 20,000 having been sold during the first year. The success of the Essex, however, is not due to the publicity which has been given, but to the very remarkable performances of which the car is capable.

The Essex has recently completed a convincing durability trial. In a 24 hour non-stop run, the car covered 502.4 miles, averaging 20.1 miles per gallon of fuel. One and a half quarts of lubricant were used. This record is the more remarkable in that the roads were in a very bad state. To use the words of the driver: In some places the ruts were fully eight and ten inches deep, and on two occasions the car swung round until it was at right-angles to the direction of the road.

An enterprising salesman in Minneapolis recently constructed a bonnet for an Essex out of plate glass. When driving at night this was illuminated and caused such a sensation that on the first day it appeared on the streets there were seven telephone calls from prospective buyers.

The makers of the Hudson and the Essex cars have a publicity campaign under way, which will cost them two million dollars. There will, therefore, be no excuse for anyone who has to ask questions about either of these cars.

With regard to the Ford car, for which Messrs. Dodge and Seymour hold the agency, there is little to say that is not known already. Locally, the Ford continues to increase in popularity, as the streets bear witness. Rising exchange, too, has made possible a considerable reduction in price, notwithstanding the increased manufacturing cost in America, and it is no exaggeration to say that "Anybody Can Afford a Ford."

Dunlop Tyres

Dunlop Tires have now been before the public over a quarter of a century. If one gives a brief moment or two to think over the changes brought about in locomotion during that period, and what has been possible largely through the invention and introduction of the pneumatic tire, it is to recognise the immensely important part the pneumatic tire has played in the evolution of automobilism.

The Dunlop Tire was the first pneumatic tyre, and therefore has embodied in its construction the greatest amount of experience.

Remarkable evidence of their popularity may be obtained by consulting the records of the tires fitted to cars exhibited at the world's principal motor shows. For instance, at the International Show at Olympia, held in November 1919, the figures were as follows:

	Total No. of Tires Fitted to Exhibits.	Total Dunlop.	Total of 15 Other Makes.
ars	1,948	1,160	788
			(14 other makes)
Motor-Cycle & Cycle			
Car ...	1,236	868	368
Bicycles ..	1,000	790	210
			(9 other makes)
Belts	258	207	51

At the Roads and Transport Congress and Exhibition, 50.3 percent of the total number of solid rubber tires fitted to the wheels of commercial vehicles were of Dunlop manufacture.

Shanghai Garage Co., Ltd.

The Shanghai Garage Co., Ltd., proprietors of the Eastern and Star Garages, anticipate for China the greatest year in automobile history. This not only for themselves, but for all in the motor industry. The reasons attributed for this prophecy are sound. Firstly, the efficiency of all types of vehicles has been increased, but particularly the commercial lorry, owing to the tremendously rough usage to which this type was subjected during the war, and the consequent structural alterations. Secondly, the management is under the impression that the car, no matter of what type, is no longer regarded as the rich man's plaything, but as a very real time and money-saver. If these predictions are correct, we may soon expect to see the streets of Shanghai free from the unmelodious human beast of burden.

Attention is drawn to the fact that there are many improvements in the 1920 model of the Chandler Six over that of last year. This is worthy of mention, as there have been very few visible changes in the car.

The new Premier is something out of the way in improved design and fittings. This season there will be a six-cylinder chassis, with the choice of an open or closed body. Among its new contrivances is an electrically controlled automatic gearshift.

The Hupmobile has always ranked high in the estimation of the Shanghai public, but the new model is expected to surpass all others in the matter of economy.

The new Cleveland-six will be on the market within a few weeks, and is assured of a hearty welcome from all. So great is the faith of the American public in the makers of this car, that there were hundreds of advance orders taken before the dealers who booked them were even aware of the price to be put on the new car.

Clydesdale Trucks are making a bold bid for popularity. All who know London will realise the magnitude of their claim, when it is remembered that these lorries have been given a large contract with the London General Omnibus Co., Ltd. The lorry that can stand 12 hours grind in the streets of London, should show itself with flying colours in Shanghai.

The Shanghai Garage Co. has also the agency for the Indian motorcycle, which has so gallantly vindicated all that has been claimed for it, by its trustworthy service given during the war.

The main showroom of the company is the Star Garage, 125 Bubbling Well Road, but some of these models will be on show at the Eastern Garage in Soochow Road.

Shanghai Horse Bazaar And Motor Co., Ltd.

The premises of the Shanghai Horse Bazaar and Motor Co., Ltd., are indeed worth a visit, even from a non-motorist. The company has been since 1851 a pioneer of transport. In its early days, when it was known as the Horse Bazaar, its activities were confined to "man's best friend." With characteristic energy, however, the company has moved with the times, and today it would be hard to find a more enterprising or up-to-date firm in Shanghai.

The already extensive floor space has been increased to 90,000 square feet, all of which is occupied; part by storage; other rooms where cars that have seen hard service are being restored to the freshness and lustre of youth; again others where the walls are pigeon-holed with every conceivable accessory to gladden the heart of the motorist. The body-building department constructs anything from the two-seater body to the heavy but useful commercial vehicle.

In addition to these activities, the company holds many well-known and valuable agencies, prominent among which are: The Studebaker Corporation of U.S.A., the F. B. Stearns Co., Arrol-Johnston, Ltd., of Dumfries, N. B., Vauxhall Car Co., of London, Berliet Co., of Lyons, F. I. A. T., Thorneycroft Trucks, G. M. C. Trucks, The Savage Tire Corpn. of San Diego, California, the Prestolite Co., of Indianapolis, the Stewart-Warner Speedometer Corporation, of Chicago.

The company's premises are interesting as a connecting link between the past and present. In the Garage leading onto the Bubbling Well Road, there is the hum and bustle of the 20th century, while at the rear, away from the smell of petrol and lubricants, are ponies quietly browsing in their boxes, oblivious of the march of time which has overtaken them.

A large repair shop is constantly at work, executing miscellaneous repairs, some of the elementary type, and others demanding the skill and attention of experts.

The company is to be congratulated on its early foresight in securing the magnificent site on the Bubbling Well Road, the equal of which could not possibly be secured today. The motor garage alone occupies a space of 41,250 square feet, while over 700 square feet are in use as a carpenters' shop, near which is the painting and varnishing department of 12,000 square feet. These and other departments are a model of orderliness and efficient organisation, and do credit to those responsible.

Honigsberg Sees Higher Auto Prices

Chevrolet, Buick And Cadillac Agent, Back From Two Months Trip In The U. S. Reviews Conditions

TWO months and a half spent in the eastern part of the United States in attendance at both the New York and the Chicago Automobile Shows, and inspection of the big eastern automobile plants, have confirmed Hubert S. Honigsberg's belief that automobiles should be bought now. Mr. Honigsberg, who is the Managing Director of H. S. Honigsberg and Co., Inc., handling Chevrolet, Buick and Cadillac cars, insists that delay will mean disappointment.

It might be inferred, that I mean particularly Chevrolet, Buick and Cadillac, said Mr. Honigsberg yesterday at his office, but the advice applies to every one, no matter what car he has decided upon.

The real results of the strikes and subsequent shortages are just now being felt, and the outlook is that there will be even more disturbances, and with these conditions everyone is predicting increases in the price for all cars. The price jump is coming.

The New York and Chicago Automobile shows were wonderful successes, although the prevalence of influenza had its effect on the attendance. The new Model 59 Cadillac was the hit of the show, with its new stream-line effect. Only stock models were shown of all the cars, as the majority of manufacturers were on an 80 percent war basis, and between the time of the signing of the armistice and the show there was no time for the making of new models.

There was scant cheer for the automobile manufacturer in the grey days of early 1918. He had everything needed for cars but steel, gasoline, rubber, coal and labor. At one time about all they were sure of were license tags, air for tubes and an obligation to charge a tax, and in rapid succession had to justify themselves to various Cabinet departments, committees of the House and Senate, to departments of the Army and Navy, to the Allied purchasing commission, the Federal Trade Board, the Food Administration the Railroad Administration and the Priorities Commission. These all held them in a grip of unprecedented power, and with it all, four months after the signing of the Armistice, where the automobile manufacturers had been seventy percent munitions and war industries, they were back full strength on pre-war production.

SOME STAGGERING FIGURES

Today there are seven million six hundred and two thousand motor vehicles in the United States. This is one to every fourteen in a population of 106,000,000. If we could bring the average up to one to six, as in Iowa, there would be a gain in round numbers of 9,500,000 vehicles. If this total seems impressive, due regard to the staggering possibilities of the export trade should be given. Has it ever occurred to you how completely the United States monopolises the use of motor vehicles. Here are a few figures.

Africa with 138,000,000 population has 24,000 automobiles. Asia with 819,000,000 has 27,000. Oceania, including Australia and New Zealand, with 65,000,000 population has 54,000 vehicles. The Western Hemisphere, exclusive of the United States, has a population of 94,000,000 and 175,000 motor

(Continued on Page 4)

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may be compared to the trouble between Mohammed and the Mountain—The climate of Shanghai is not going to adapt itself to the requirements of your tires, therefore you must adapt your tires to the climate.

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NON-SKID TIRES

are built to suit the climate, afford unusual freedom from tire trouble, and give you the greatest riding comfort.

GUARANTEED FOR 5,000 MILES

VULCANIZING

We use the very latest methods in tire repairing, and all work is guaranteed to outlive the life of the tire. Our plant is the largest and most up-to-date in the East, and all work is done under skilled foreign supervision.

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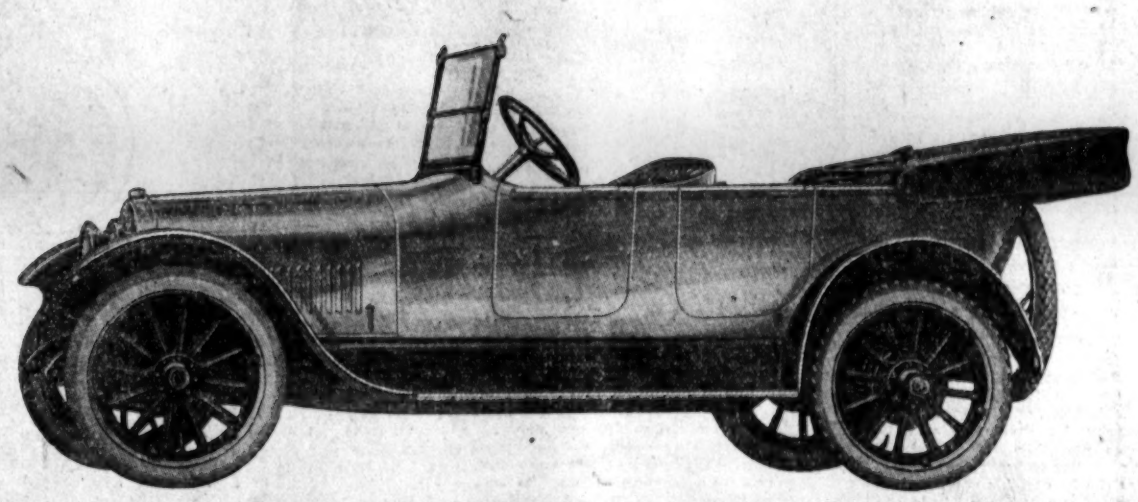

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LIGHT SHOWS WAY AUTO WILL TURN

H. S. Honigsberg And Co. Takes The Local Agency For Hart's Auto Signal

Messrs. H. S. Honigsberg and Company have taken the agency of Hart's auto signal tail light, manufactured in San Jose, California, and approved by the motor vehicle department of California.

The signal is placed over the license number and serves as a tail light as well as a signal. It is operated by the driver. A touch flashes the signal, left, right or stop, the arrow or arrows being lifted to disclose an aperture through which the tail light shows; and, as the exposed surface of the arrow is a bright white, there is an added safeguard should the light go out, as the driver of a following car would see the arrow under his own headlight.

An interesting feature is that the right or left arrow automatically drops when the turn is made. A small lever under the foot brake operates the stop signal, and the lifting of the foot releases the two arrows, which return to normal. There is an automatic bell that rings when the signal is operated. Should the signal fail the bell would not ring. There is no drain on the battery, as the tail light supplies illumination for the apertures and the operation of the device is mechanical.

Severe Tests Given To Willard Battery

Some idea of the care used in the construction of Willard batteries may be obtained from the severe electrical and mechanical and mechanical tests which each jar has to pass before it can become part of a Willard battery.

Each one of these rubber jars has only to stand a pressure of about two volts in actual service and is carefully protected from mechanical shock. But before these jars can get by the electrical inspector each one of them must prove its ability to stand up under a pressure of not a few volts, but of a full 24,000 volts; and in order to make sure that each piece of rubber is mechanically strong, each lot is sampled and the sample submitted to a tension of 3,600 pounds to the square inch.

Cadillac Changes In Eight-Cylinder To Be Refinements

Since the introduction of the Cadillac eight-cylinder power plant nearly six years ago, nothing in automotive engineering has developed to equal the efficiency of this well-proved principle. Cadillac changes for the coming year may be characterised as refinements or progressive improvements.

On the Type 59, Cadillac engineers have added indefinitely to the length of life of the front end timing chains by making them readily adjustable for wear.

The single unit motor generator furnishes a greater output of current at ordinary driving speeds. This new unit closely resembles the generator developed for the Liberty engine of wartime fame, and is one instance of aircraft design which has helped the motor car.

The engine crankshaft has the large diameter of two inches. This has been done without increasing the weight, by moving the metal from the inside to the outside of the shaft, leaving a larger space for the flow of oil to the bearings. Other advantages are greater bearing surfaces and a very stiff shaft.

Cadillac engineers have solved the problems arising from the low grade of fuel now available by changes in the intake manifold, resulting in increased heat.

TESTS DISCLOSE REAL GAINS BY SHIFTING TIRES

Changing truck or passenger car tires at regular intervals from one wheel to another will increase the mileage of a set of tires to a greater degree than the average owner realises, according to J. R. Harvey of the Central Garage, Firestone distributors.

Tire companies, he states, have done a great deal of experimental work along these lines during the past few years.

"Firstone engineers," Mr. Harvey said, "have made exhaustive tests relative to comparative wear on tires in various positions. They have learned that those on the right wheels are subjected to greater wear than those on the left and and those on rear wheels to more than those on front.

"Thus, it readily can be seen that occasional changes will effect more equal distribution of wear with a consequent increase in mileage.

REAR TIRES SUFFER

"Records have been kept at the Firestone factory on a large number of tires, which have run in the aggregate more than 8,000,000 miles. Some of these tires have been run continuously in the same positions. The records show that the average tire on the left front wheel will give nearly twice as much mileage as the one on the right-rear wheel.

"The mileage in the various positions, therefore, will be approximately the following proportions: To one mile of service on the right rear wheel, tires will average 1 1-10 miles on the left rear, 1½ on the right front and 1¾ on the left front. In other words the average tire that would run 6,000 miles on the right rear wheel would run about 7,000 on the left rear, 9,000 on the right front and 11,000 on the left front wheel.

WHY THIS IS SO

"Tire experts explain that the reasons for these conditions are apparent. Drivers turn to the right more frequently than they do to the left, they state, because they more frequently are required to pass vehicles coming towards them than they are those going in the same direction. Thus the tires on the right side are more frequently required to travel in the rough portion of the road and an additional strain is thrown on them in touring causing a grinding motion that is detrimental to tread and fabric.

"The wear on rear tires is heavier than on those in front because all the traction is secured on them and because there is additional strain thrown on them by the action of the brakes in stopping and the transmission of the power when starting the car or truck."

CHURCHILL DRIVES FORD

When Winston Churchill, England's secretary of war, became interested in the British "Campaign for Economy," he indorsed it with true sincerity, and because of that sincerity he decided his Rolls Royce automobile must be replaced by a smaller and more economical car. So he cast his eye about in search of one that would be low in purchase price and low in upkeep. The makes of cars bearing those virtues were few. Mr. Churchill found just one; he bought it—a Ford.

Honigsberg Sees Higher Auto Prices

(Continued from Page 2)

vehicles. This is a total for all of the world, excluding the United States, of 719,000, vehicles, or one to every 2,175 of population. In other words, the United States with one-sixteenth of the world's population has ten times as many automobiles as the remainder of the world put together. Suppose they ever start to buy?

If the rest of the world can but be brought to absorb, not one car to every six, or fourteen, or twenty, but one to every fifty, there will be indicated a market for 31,300,000 vehicles. Add to this the 9,500,000 mentioned above, and there is a possible market for 40,800,000, vehicles. I hear you say, "But, of course, you do not expect us to sell cars in quantity to the black savages of Africa, the coolies of China, or the pariahs of India?" Certainly not, but this we do know:

The war put transportation on an equality with the other three essentials of life: food, fuel and raw material. The motor truck and the passenger car have taken their fixed places in transportation, and when there comes about the development of the great continents I have named, someone must buy cars and trucks, whether it be the natives of these countries, their governments, or the citizens or governments of the countries that will do the exploiting. Nor have I taken into account the assured volume of business due to replacing cars which yearly become obsolete.

ORDER NOW FOR 1940

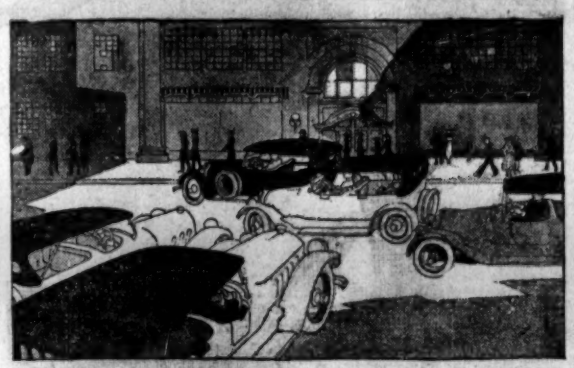
I make you a suggestion. If you are fortunate enough to have had a son born in 1919, order his car now, so that he may take delivery of it by the time he comes of age in 1940.

Consider how in every one of the great essential acts of the drama of life, from cradle to grave, the automobile plays its dominating part.

The stork, accompanied by the doctor, makes its trip to the expectant household in an automobile. The bridegroom on his way to commit the supreme sacrifice has his liberty further shortened by the speed of the car that takes him to the altar. Along with the telephone, the automobile is a first aid to romance. It figures in the work and pleasure of the business man, and when the sable curtain has fallen on the last act of all, the trip to the cemetery and back is made in an automobile, preferably of the fastest type, so that the friends and relatives of the dear departed may the sooner begin the quarrel over his estate.

The American manufacturers made for the Allies 53,173 trucks and for the United States 126 953 trucks and 18,594 passenger cars.

The American manufacturers seem to be looking for a wonderful future in China. Java and the Philippine Islands have proved to be an enormous source of demand and while they have become filled up, more or less, the last year, the eyes of the automobile world are looking eastwards China to build roads, and naturally as soon as this starts the automobile must follow. Within the next 60 days we shall have the 1920 models of Buick and Cadillac, and the 1920 model of Chevrolet is here now. Again I say, now is the time to buy: spring is coming, the prices are ripe, but with the tendency to increase and increase materially.



NEVERLEEK
HOOD MATERIAL

LOOK for this mark on the hood; it means economy and service to the buyer, the direct guarantee from the factory to replace with new material at any time as long as the motor car lasts. Guaranteed against heat, cold or rain, absolutely waterproof, gives the finish to a hood and improves the appearance of the entire motor car. Every yard of "Neverleek" is stamped "Guaranteed by the maker."

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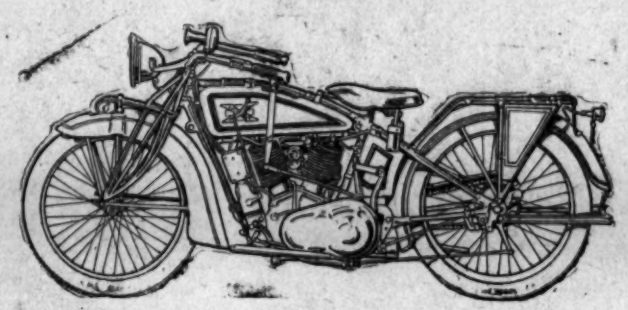

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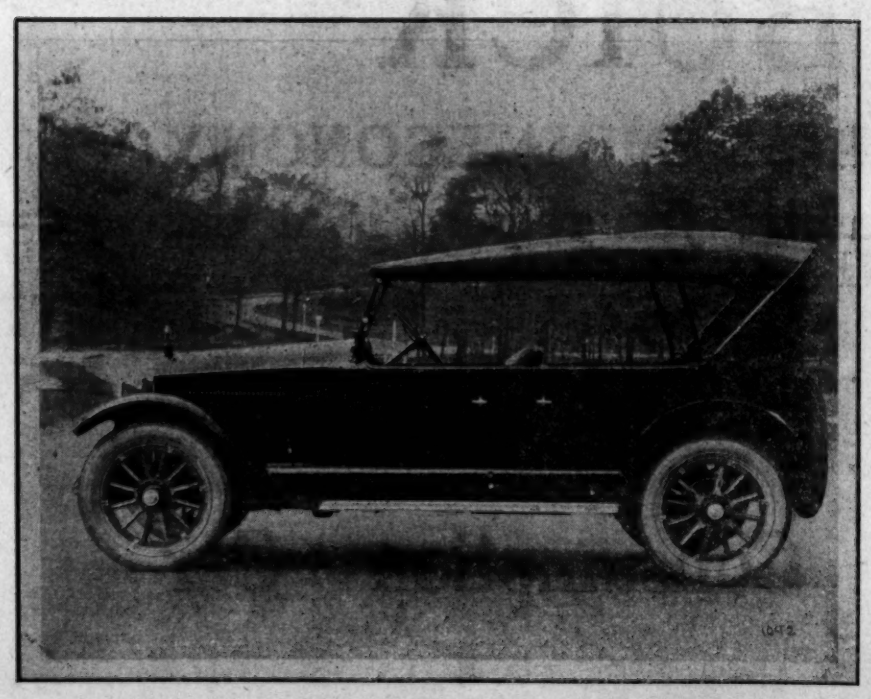

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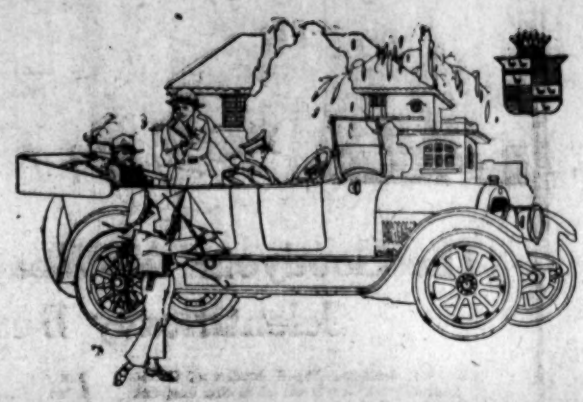

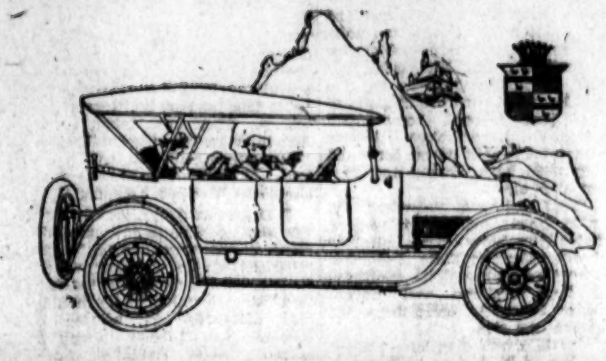

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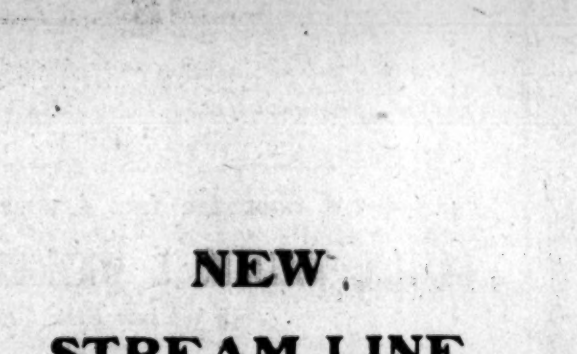

NEW
STREAM-LINE
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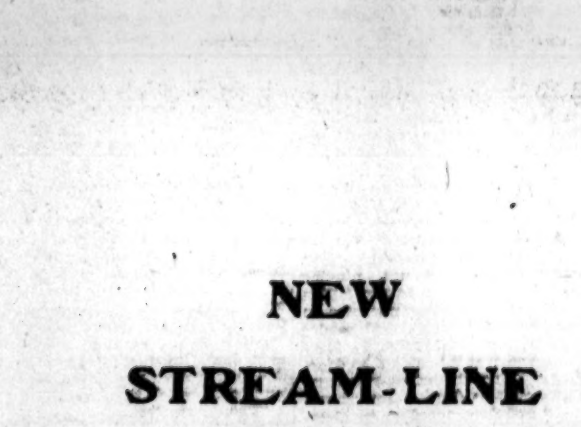

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EXCLUSIVE AGENTS

Looking In The Mirror With America's Leading Manufacturers

(*From Motor*)

The year upon which we are entering will be by far the greatest in the history of the American automobile industry—unless all signs and omens fail and the very stars in their courses decide to fight against us. With the opening months of 1920 reconstruction in the motor industry will be complete and then will come construction beyond anything dreamed of, even during the wonderful decade when motor car manufacture was leaping forward from a position of obscurity to third place on the splendid list of American industries.

In more ways than one we are justified in looking upon 1920 as marking the opening of a new era in the automobile industry. After a pause of nearly two years the industry once more presses forward to that ultimate goal, which even the bravest prophet would hesitate to name. Today the last bonds of prejudice and misapprehension have been cast off by the automotive industry. On Flanders fields the slate was wiped clean of misjudgment. Not even the unthinking now class the automobile industry as a producer of "pleasure cars," of unessentials or even of mere conveniences. Who is so wilfully blind today as to refuse recognition of the fact that the automobile industry produces transportation, a fundamental, a basic element of our national life in the same sense that iron and coal are essentials. Indeed, many competent economic authorities hold that transportation is the basic element. Granting this, is it too much to look forward to the day when the automobile industry shall top the industrial list?

Standing, then, on the threshold of a new industrial epoch Motor believes that no one man can look into the future with the sure vision that is needed for certain prophecy; that the combined wisdom of the leaders of the industry alone can give us the many angled view of the present situation, which amounts to positive prediction. In the following paragraphs leaders of the American automobile industry, men who shape the policies and create the ideals of our great manufacturing business, give us their views of the present and their predictions as to the future of the industry. Taken together these brief statements constitute the most intimate and significant view of the automobile industry that it is possible to gain.

MR. WINTON SPEAKS

Our first speaker will be that sturdy pioneer, Alexander Winton, whose brilliant genius and unwavering faith did so much to carry the automobile industry through the trying years of its formative period. Mr. Winton:

"Eddie Guest once put into verse the story of a man who, when told that something couldn't be done, simply went out and did it. Not only did Eddie interpret in that poem the real American spirit, but also he especially pictured the spirit of the American automobile industry.

"Literally the American automobile industry has never had any outlook. When I marketed the first American output in 1898, I had no idea where the buyers were to come from. The motor car was an unproved experimental thing, full of obstinacy and devilment. It scared horses and people. Maybe it would run and maybe it wouldn't. It was noisy and smelly. It was no vehicle for a gentleman and his lady. It was awful—according to the sedate and leisurely occupants of the then favored horse-drawn victoria. Nevertheless, buyers came and bought motor cars, and they have been coming and buying ever since.

"And without precedent to guide them, American makers of motor cars have gone straight ahead, enlarging their factories, increasing their output, multiplying their employes and undertaking financial obligations of tremendous size.

"At intervals they have faced periods of stagnation, and sometimes conditions looked less cheerful than they had hoped for. But it has always come out all right; and every live man in the industry faces the future with the feeling that everything will continue to come out all right. And why not? Five years ago we had a national debt of about one billion. Today that debt is twenty-six billions.

"When the first two billion dollar Liberty Loan was floated, nobody knew whether our people could absorb so much. But the first issue was oversold. Then came four other issues, ranging from three billion to six billion each, raising for war purposes an unprecedented total. Alexander Hamilton might have said from his grave that it couldn't be done. Many living financiers wondered if it could be done. But it was done and done speedily, so abundant were American resources and so alive was the American spirit.

OVER 7,000,000 CARS

"On January 1 there were 7,600,000 automobiles registered in the United States. That's unprecedented. Nobody knew there would be or could be made and sold so many cars that 7,600,000 of them would be in use all at one time. Nobody knows how much greater that number will be a year hence. What we do know is that automobile makers are speeding ahead with full faith in the future. Faith—that's about all—and that's enough. The future has no facts; it has only promises. And promises must be taken on faith.

"Hence this much may be safely said: American automobile makers are men of great faith. They believe in the greatness of the United States. They believe we shall keep on progressing. And they are expending their money for machinery, materials, pay rolls, new buildings, advertising—for all that promotes business—on the faith that every new day means a greater day, a more prosperous day, a more active and useful day for the people who inhabit this land of limitless possibilities. They are doing their part to make two automobiles roll along where only one rolled before. With them there is no such phrase as 'It can't be done.'"

It is peculiarly appropriate that the next speaker to give us his views on the future should be the president of the company which contributed so greatly to making that future possible by its invaluable assistance in helping to develop the Liberty airplane engine. Alvin Macauley, president of the Packard Motor Car Co.:

"The immediate future of the automobile industry is assured. For one year, at least, the demand will be an increasing one and, in my opinion, only the development of a serious industrial or financial situation can materially curtail it.

INDUSTRY HAS BEEN ENIGMA

"The automobile industry has been an enigma to the best minds of the country. Wiseacres predicted ten years ago that the saturation point was about to be reached and each year the prediction has been repeated with more or less emphasis until now those who ought to be able to predict the future, have thrown up their hands in despair and have decided they don't know anything about this giant young industry as to the lengths to which it will go.

"The situation proves that when any man has more than enough to buy the actual necessities of life, the one thing he then wants most is an automobile. Anyone doubting this has only to look at the streets surrounding any industrial plant anywhere. You will see those streets lined with the modest cars belonging to the mechanics and the rank and file of wage earners. I suppose it will never reach the condition where every family in America has a car but it will closely approximate that, and many families will have—and do have—more than one car in order that the wife, son or daughter may have quick means of transportation available.

"A recent statement in the papers by the War Department shows the fighting strength in man power of America at nineteen millions of men. If this is true—and the figures were carefully compiled—then I would unhesitatingly state nineteen millions of cars as the minimum of cars we may ultimately expect in the United States!"

Of course no gathering within the automobile industry would be complete without the genial presence of Alfred Reeves, whose position as general manager of the National Automobile Chamber of Commerce gives him peculiarly favorable opportunities for forming accurate judgments of developments in the industry. Mr. Reeves:

"Present conditions point to 1920 as a record year for the automobile business, with some chance that it may surpass the manufactured clothing business and take second place to steel among the leading manufacturing industries. With the increasing recognition of the motor vehicle as a means to transport persons and merchandise; with the countries of the world clamoring for our American made cars and trucks; and with better design, better made and more easily handled motor vehicles, there seems hardly a limit to what our industry may do in the years to come.

"On pure merit, the truck has won its way as a big brother to the railroads, while the use of passenger cars is certain to increase with the arrival of the closed car which promises to be in extraordinary demand next year. If body manufacturing capacity permits, it is not improbable that 40 to 50 percent of the cars sold next year will be of the closed type.

LEGISLATION IS NECESSARY

"These gigantic strides will be helped if menacing legislation is not too dominant, if we are able to get our service problems, so upset by the war, down to a more scientific basis and if our standardisation plans for lowering of costs, as well as increasing production, maintain. About 80 percent of the problems of the industry affect both cars and trucks, while 10 percent affect trucks only and 10 percent passenger cars only. The industry was never so co-ordinated or worked in such close co-operation as during the past two years, with next year certain to see even more effective work in the handling of those broad problems which are so easily handled when competitors get together and are willing to act together.

"It is worth noting that the 123 members in the National Automobile Chamber of Commerce have ever been ready and continue to be ready to co-operate on those great problems that

(Continued on Page 8)

THE ALWAYS DEPENDABLE KERMATH

KERMATH MARINE MOTORS were the first 4-cylinder marine motors to demonstrate positively to users that the very best 4-cylinder, 4-cycle motor could be built at a reasonable price.

The experience of owners in every country where marine motors are used has proven them best by test. They are simply constructed, strong and sturdy.

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The Goodyear All-Weather Tread is Scientifically Designed

THE big diamond-shaped blocks of Goodyear all-weather tread tires are deep-cut and sharp-edged.

They present to the road countless edges and angles always in the direction of skidding. They grasp the road with an irresistible grip that lessens all skidding dangers.

Even when the center projections are worn down, the blocks along the side provide road traction and prevent side slipping.

Many tires have the projections on the tread so placed that the tire must bump along from one set to another, thus causing unnecessary vibration.

The diamond-shaped blocks of the Goodyear all-weather tread overlap circumferentially so that continuous ground contact is presented and the car is saved from vibration and the tire from needless strain.

These are only a few of the many reasons why Goodyear Tires are preferred by discriminating motorists the world over.

Goodyear Tires are made in both millimeter and inch sizes.

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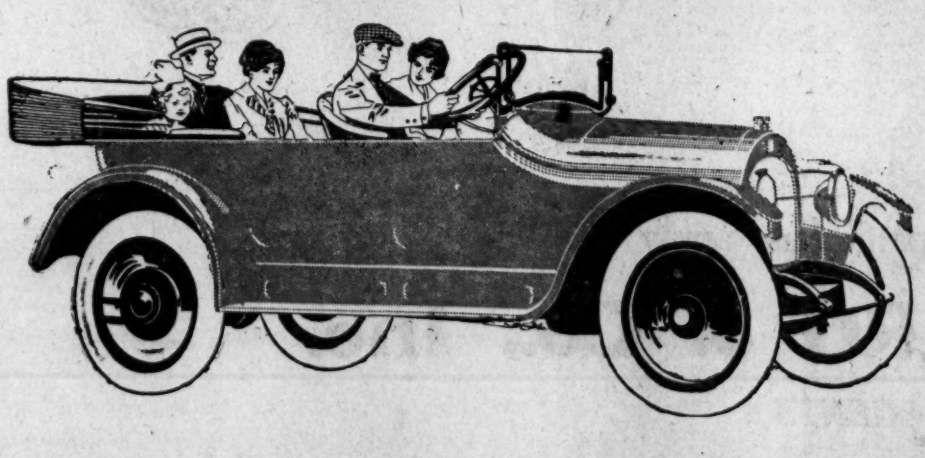
mean *lasting* satisfaction in the use of your car

MODEL 90 — Overland — MODEL 90



FOR YOU—YOUR WIFE—YOUR FAMILY

MODEL 90 has deep, roomy seats, plenty of leg room, plenty of room behind the steering wheel, big doors, and all the conveniences that mean added comfort for both driver and passengers.

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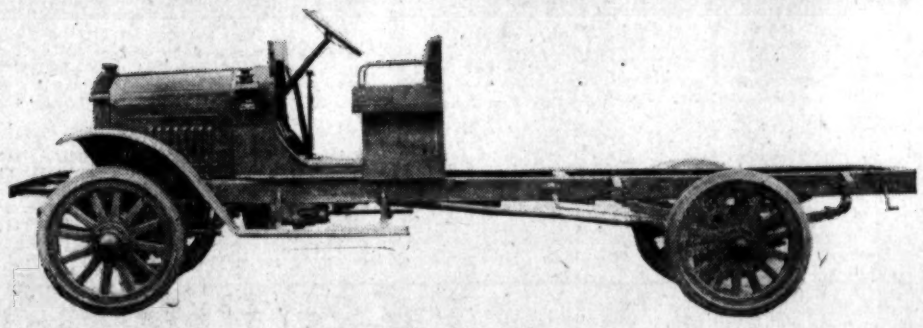
Stewart
MOTOR TRUCKS



WHEN you buy a "Stewart" Motor Truck you are not buying an experiment. "Stewarts" have been proven by the test of time—in five years no "Stewart" has worn out.

Thousands are in use throughout the United States and twenty-four foreign countries. They are in daily use in more than 200 different lines of businesses.

A big share of "Stewart" business is repeat orders. Many of the largest concerns in the world use fleets of "Stewarts" and are buying more.

"Stewarts" are the greatest truck value made in America, made possible by our quantity production at small profit per truck. They are Quality Trucks at Quantity Prices.

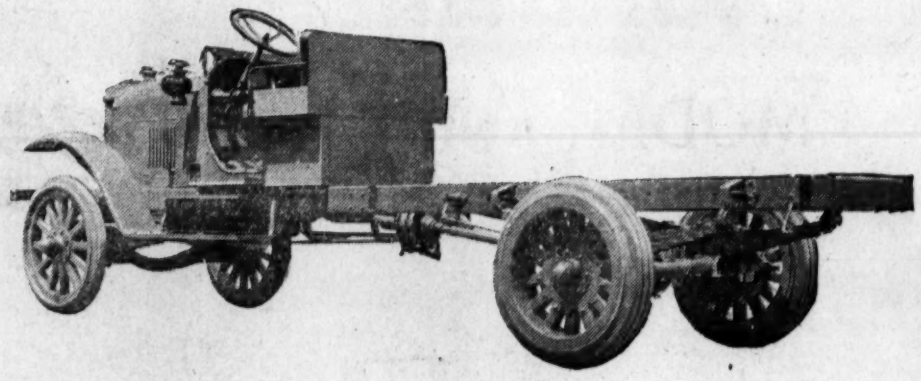
In all "Stewart" models more than 90% of the power of the motor is delivered to the rear wheels at all times, thus enabling "Stewarts" to carry their loads with ease under all road conditions. On hills and through sand or mud "Stewarts" have made an enviable reputation as great performers.

Lubrication is simple and accessible. There are fewer grease cups and places to oil. Stewarts are designed to be as nearly fool-proof as possible.

Adjustments on the "Stewarts" do not need to be tampered with. Their service is not delayed because they "need tuning up." "Stewarts" give uninterrupted service.

For years "Stewart" engineers have devoted all their energies and ability to design "Stewarts" so that they will use less gasolene, less oil and fewer tires, and give longer service.

Why experiment? Buy a "Stewart."



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He concentrates all his efforts and vast resources on the manufacture of Pneumatic Tyres and is therefore a Specialist.

If Michelin found it worth while to specialise in Pneumatic Tyres since the inception of motoring, it is worth your while to give them a trial, and benefit by his long experience and concentrated effort.

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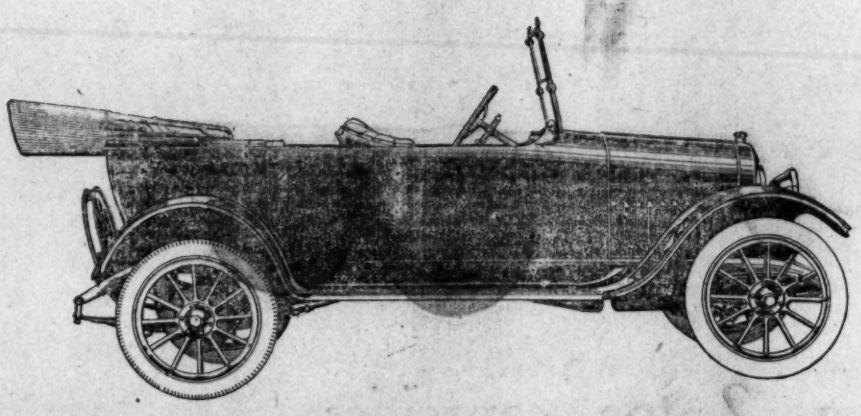

Good looks, plenty of comfort and convenience, and ample room for five adults, make the Maxwell Touring Model the Ideal Car for Family Use.

ON VIEW IN OUR SHOWROOMS

DONG CHONG BICYCLE CO.

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SHANGHAI

Looking In The Mirror With America's Leading Manufacturers

(Continued from Page 6)

come in some form before every industry.

"Whether it is standardising on tires, co-operating for foreign trade, helping in the distribution of freight cars, combating unfair legislation, exchanging patents without payment of royalties, advocating and showing the way for more and better highways, agreeing on designs that will lessen the cost of fire, theft and liability insurance to be paid by owners, standardising on repair parts and service policies to the ultimate benefit of the consumers, getting together in the promotion of automobile shows, analysing and supporting plans for the extension of rural motor express, working with the representatives of the oil industry with a view to insuring proper gasoline and plenty of it for the 7,600,000 users of motor vehicles which the registration figures will show on January 1, or in scores of other ways, the automobile manufacturers will continue to show that their ideas of co-operation are not theoretical but practical and that their support will insure a continuance of this wonderful industry in 1920 on a bigger scale than ever before."

FROM MARMON DEAD

Next we shall hear from another pioneer, whose years of intimate association with the automobile industry, have given him not only the right, but the other and more important qualifications to don the mantle of the prophet. W. C. Marmon, president of the Nordyke and Marmon Company:

"Even with the great increase in manufacturing facilities by practically every motor car company, it does not seem that the demand for 1920 will be adequately taken care of. With the making of cars slowed down almost to the stopping point during the war, more than one season's normal production was lost; the great prosperity of the country has developed new car buyers by the thousand. These factors make an extraordinary pressure on manufacturers for the first production year following the war—the 1920 season. The manufacturing problems have been difficult to solve and apparently will so continue for some time.

"Even though industrial troubles can be brought to an amicable settlement soon, 1920 production is going to mean strenuous work on the part of the producer. It will probably be early spring before the really big production is in full swing, and by summer there will be a good supply of new cars, even though not enough to take care of the abnormal demand.

BIG YEAR FORECAST

"I therefore look to 1920 as a bumper season in the automobile world, and I think all of the cars that can be made during the year, will be sold readily. By reason of the enormous increases in facilities, the following year should be one where almost normal conditions will again prevail. However, the automobile market has been greatly widened by the prosperous condition of the country and 'normal' conditions will mean a greatly increased demand for cars over pre-war standards."

Indiana has long since cornered the market on fiction writers and apparently has set sail after the record for prophets of industrial developments, for following Mr. Marmon, we find five sturdy Hoosiers, each with something to our advantage, to tell us. The five are George M. Dickson, president of the National Motor Car & Vehicle Corporation; J. J. Cole, president of the Cole Motor Car Company; Frank B. Ansted, president of the Lexington Motor Company; J. I. Farley, vice president and general sales manager of the Auburn Automobile Company, and William Small, president of the William Small Company.

Mr. Dickson:

"Nineteen twenty will be the biggest year that the automobile industry has ever known. Furthermore, there will be an appreciable shortage of cars throughout the year despite the greatly increased production of all manufacturers. The war opened a gap in automobile production, which, with the normal increase in the demand, will take a long time to fill—perhaps longer than some of us expect.

CLOSED CARS IN DEMAND

"A third characteristic of 1920 will be a rapidly increasing demand for closed cars. It would not surprise me at all if eventually the relative demand for closed and open models would be practically the reverse from what it is now, with the closed car as the standard type. The top on the present day open model is nowadays seldom lowered, being practically a fixed top of light construction, and large percentage of owners who drive with their tops up will ultimately buy closed cars.

"Finally, I believe that 1920 will show an unusual insistence on quality in automobiles, favoring the higher priced cars. The war caused a deterioration in merchandise of all kinds, awakening the American public to a greater appreciation of quality than ever before. This I think will find its reflection in the car buying trend.

"To take our own case for example, the production of our new Sextet model, designed to meet an extreme quality demand, was withheld during the war because of our being engaged in war work and shut off from our customary sources of supply. When the Sextet was finally announced a short time ago, it met with the readiest reception ever accorded to a National product, and the demand today is such that we shall not be able to fill our orders during the entire coming year."

Mr. Cole:

"Permitted to accomplish what it is ready to achieve and freed from the disconcerting conditions of uncertainty which seem now to prevail to some extent, the motor car industry during 1920 is capable of setting a record for activity and enterprise during the next twelve months that never before has been attained in the history of industry. The steps which have been taken during the last year, the development which has been experienced, the courage which has been displayed, and the growth which has been realised are not to be calculated by any standard of the past. All the motor car industry requires now is the chance to prove what it is capable of accomplishing and with the proper co-operation all down the line, it can give to America a place among the industrial nations of the world that is unequaled.

GREATER BUSINESS IN 1920

"What has been done during the last year, great as those achievements have been, will not be a circumstance to what will be accomplished in 1920. If the motor car industry has proved itself important to the national life of the country in the past, it will be able to prove itself indispensable in the future.

"Prospects are good for a wonderful business year and with the elements of unrest restored to a normal basis of complete understanding and sympathy the success and benefit which 1920 will show at its close will be assured."

Mr. Ansted:

'Every 'straw in the wind' points to another big year. There is little likelihood of a diminished demand during the 1920 season. Dealers in all commodities are doing an unprecedented business. This is particularly true of the automotive dealers—cars, trucks and tractors. The automotive industry has always been able to hold its own under all conditions and so it is not surprising that today we find it outstripping the whole country in the matter of increased production.

"Millions in earnings are being reinvested in the business, thus conclusively proving that the motor car manufacturers have absolute faith in the future of the industry. Nor is there much danger of overproduction.

"Our average normal domestic consumption is somewhat over 2,000,000 passenger cars annually, and this figure has never yet been reached from a production standpoint. Furthermore, there is still a considerable shortage occasioned by curtailment during the war, so that manufacturers are well within the bounds of good business in intelligently expending their facilities.

"Finally there is the export field which has largely lain dormant for many years so far as American producers are concerned. The foreign demand alone is good for from 25 to 33 1-3 percent of American output. European manufacturers are not likely to cut a large figure in the automotive world until their reconstruction problems are pretty well solved.

"Prices will remain high. They may go higher. Shortage of supply and lively demand has always meant high prices. And it always will. We are confronted by just such a condition today.

"But since every one is selling his commodities at good prices, whether that commodity be labor, skill, or what not, there is no more hardship than there ever was. In fact, a sudden recession might do more harm than good. Lower prices will not, and should not come over night."

Mr. Farley:

"Transportation has become a synonym for the automobile, and any industry that is founded on that vital necessity of modern civilisation must thrive. We at the Auburn Automobile Co. have recognised the supreme importance of the good road movement by incorporating in all our advertising and publicity the appeal, 'Vote for Good Roads—Give the Nation a Second Line of Transportation.'

GOOD ROADS DEVELOPMENT

"The remarkable development in good roads extending practically nation-wide gives an index to the continued popularity of the automobile. A flowing road from city to country and beyond naturally extends the radius of the automobile's importance in transportation.

"When Lincoln dedicated the great bridge at St. Louis across the Mississippi, he predicted that shortly transportation across the wide river would be vaster than that up and down it. How quickly his prophecy was fulfilled is a matter of middle west history.

"The day will come, with the extension of our good road system everywhere, that travel by automobile will rival numerically if not exceed transportation by rail. With Illinois investing $60,000,000 in paved highways and Pennsylvania and other states responding just as enthusiastically, a realisation of paved highways gridironing the country is not far distant.

"The limits of travel by rail are two narrow bands of steel while the automobile's activities, interstate and international, are as great as the paved roads themselves. That is why we advocate that the nation should have a second line of transportation—substantially paved highways everywhere of sufficient width to insure passing of automobiles going in both directions.

UNITED STATES MUCH RICHER

"The outlook for the industry was never brighter. The country has become richer. The wealth per capita is greater than ever before. The goal of comfort has been reached in the past two years by a multitude of families. What more natural act that the gratification of the ambition to have an automobile? It is a joy for the entire family with not even a suggestion of selfishness on the part of a single individual. As a promoter of family life and happiness, the automobile stands first as an article of utility."

In this day when sales have become secondary to delivery, dealers should give particular attention to service. To hold customers year after year should be the main effort of automobile merchants who realise that is the line of least resistance toward success. The purchaser should be given every possible help toward pleasurable use of his car without any distractions in the way of neglect that might mar his satisfaction. From the retailer's standpoint, a business built on that fundamental will endure.

"The automobile industry is entering the greatest era in its history. Good roads, for which more than a billion dollars has been appropriated for 1920, and the automobile, will revolutionise transportation.

TRANSPORTATION SALVATION

"The automobile, in fact, will be our only transportation salvation for years to come, as the railroads and trolley lines cannot expand rapidly enough to take care of the ever increasing transportation crisis. Nobody can dispute the essential character of motor transportation. No economic authority can dispute it. And since motor transportation has been perfected, modern economics demands the automobile. The existing conditions on the railroads emphasise the pressing need of supplementing the rail and water transportation with motor transportation, and this means increasing use of automobiles and trucks and consequently a continued increase in production to meet the demand.

"We have completed plans to triple our 1920 Monroe production and we feel confident that the demand for automobiles will continue to increase steadily for years to come as roads continue to improve. Furthermore, the popularity of the automobile has grown because mechanical reliability is the easiest thing to buy in an automobile today. It is found in almost the cheapest cars as well as the most expensive. Continued manufacturing improvement has made the automobile an economic necessity."

ADVISES EARLY ORDERS

Thus militant Indiana passes us the good word, and not to subject our readers to too great a geographic dislocation we shall next step over into Illinois and hear from George N. Peek, president of the Stephens Motor Branch organisation. Mr. Peek:

"The impression I get as to the immediate future of the automobile industry is that 1920 will be the busiest year in the history of the business. Regardless of the efforts of every manufacturer of motor cars to reach maximum production, the year 1919 will end with a sales demand far in excess of production. Manufacturing conditions, while much improved, are by no means normal, and at this time available information does not justify judgment as to when they may be.

"In view of the conditions surrounding the manufacturing branch of the industry, it seems safe to assume that production will not equal sales demands for the first half of 1920, which fact would make it seem necessary for distributors, dealers and retail buyers to make early arrangements to cover their needs.

"The division of motor cars into groups by price seems to be more clearly defined at this time than at any time in the history of the motor car business, and the success of the manufacturer will depend in the future very largely on development that will insure the best value in whatever group the manufacturer may chose. Likewise, the success of the distributor and dealer will depend on their ability to develop the market of their choice."

WORLD MOVING FAST

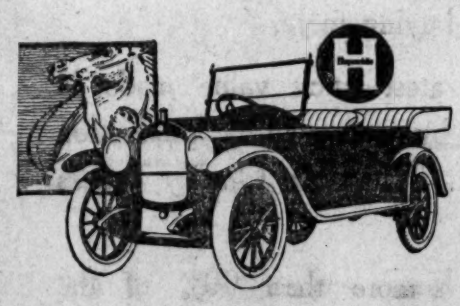
From Moline it is only a step to St. Louis, where the Moon Motor Car Company holds its ancestral castle and happily our next speaker is Stewart McDonald, president of that energetic organisation. Mr. McDonald:

"A very prominent, well thought of banker of the old school said to me the other day, 'What on earth is the automobile industry coming to? I hear of more automobiles being made every day and more in contemplation. Is there a limit, and where is it?' Then in the every next breath he told me of having bought three cars himself this summer, one for the family to replace the old one, one for his oldest son who is just out of college, and finally a coupe for his personal use as he said he never had a chance to get in any of the others cars. Furthermore, it looked very much as if he would have to buy one for his daughter as she would be home from school in a new months.

This example is an indication of the fact that the old figures and old methods of analysing the number of cars that the country would use are no longer to be taken as a base of facts. Where one car was used five years ago, two, three, four and five are now found necessary. Just exactly as one telephone sufficed for a pretty fair sized business fifteen years ago, we now find an independent exchange and telephones in every department.

"It is a case of the world moving fast, and those who expect to keep

(Continued on Page 10)



This car was planned and built with the one idea of having the buyer get out of it, in comfort of mind and body, all that the manufacturer put into it in time, and thought, and care, and money, and experience.

Important Features

- Extra strong, rigid frame.
- Two carburettor adjustments.
- Pressure oil system feeding oil direct to bearings.
- Soft operating clutch with adjustable pedal.
- Extra long gear shift lever with short, easy throw.
- Extra long semi-eliptic springs; chrome vanadium leaves.
- Semi-irreversible steering gear; strong construction.
- Detachable engine head; easy to grind valves or remove carbon.
- Extreme roominess of tonneau and driving compartment.
- Completeness and quality of equipment.

The Shanghai Garage Co., Ltd.

125 Bubbling Well Road

Owning & Operating
Eastern Garage
4 Soochow Road, Shanghai.

Owning & Operating
Star Garage
125 Bubbling Well Rd., Shanghai.

Hupmobile

Bouquets from Chandler Owners

THE CHANDLER IS THE MOST CLOSELY PRICED FINE CAR

In going to and from my office I pass the Star Garage at least four times a day, and it always gives me pleasure to see the members of your staff smile their expressions of approval and complete satisfaction at the appearance of my CHANDLER Despatch Car.

If they were in the Car driving it, or if they were so fortunate as to be a passenger, I am sure they would be "tickled to death," because it is one of the prettiest and easiest running Cars I know of.

This is the second CHANDLER I have owned and it will probably be interesting to you to know why I first purchased a CHANDLER. When I felt like owing a Car, I consulted a friend of mine who is a mechanical engineer, and after carefully considering the specifications of a number of Cars ranging in price from Tls. 1,500 to Tls. 2500, we decided that I could get more for my money in a CHANDLER than any other make. My experience with two of these Cars proves conclusively that I made no mistake.

With best wishes I am, (Signed) B. TOPAS.

OUR STATEMENTS, OUR FACTS; NOT CLAIMS

We take pleasure in speaking a good word for the CHANDLER Car, which we have been driving for about two years, and in that time have made some 10,000 miles. The Car holds up fine and gives perfect satisfaction.

Tires run almost double the guaranteed mileage, in fact our Car has done all you said it would do and we certainly would not hesitate to recommend the CHANDLER to any of our friends.

Very truly yours,
(Signed) ROBERT DOLLAR CO.

CHANDLER OWNERS ARE OUR BEST SALESMEN

Just a few lines to tell you that my CHANDLER has given me most excellent service.

The reason that I bought a CHANDLER Car after riding in a CHANDLER on several occasions I decided to buy one, and I do not regret the same.

Respectfully yours,
(Signed) A. L. JOHN.

ONE, TWO, THREE—CHEERS FOR CHANDLER MOTOR CARS!

My first CHANDLER was a Touring Car, 1917 Model, which after a year's service was changed for a 1918 Seven Passenger Limousine, and both of these Cars proved satisfactory in every way. The CHANDLER Limousine appealed to me particularly because of the comforts in touring.

My Limousine gives an average of a fraction over fifteen miles per gallon of gasoline, and a little over eight hundred miles per gallon of lubricating oil.

After two years of service the CHANDLER Limousine is in first-class condition.

Thanking you,

I beg to rema'n,
(Signed) WU, TING SING.

"PERFECT SATISFACTION." MULTIPLIES PRESTAGE

It gives me great pleasure in testifying to the satisfaction I have had with my CHANDLER Six.

The Car has run about 12,000 miles and has given perfect satisfaction. Every one who has ridden in the Car compliments its easy riding qualities.

I am more than pleased with my purchase.

Very truly yours,
(Signed) E. H. Dodge.

WHY THE CHANDLER IS FAMOUS FOR ITS MARVELLOUS MOTOR

After owning several makes of Cars this is my fourth Automobile, and, gentlemen, I am frank to say that the CHANDLER is the most satisfactory of them all. It is a very economical Car, and the CHANDLER Motor is one that is surpassed by none.

In expressing my view on a CHANDLER Car, I will add in conclusion, that when I buy another Car it will most surely be a CHANDLER.

Thanking you, gentlemen, for your past favors rendered, and assuring you I will do whatsoever I can to see my friends own CHANDLERS, I am,

Your very truly,
(Signed) J. A. BELL.

DOES GENUINE ECONOMY MEAN ANYTHING TO YOU?

I have a CHANDLER, 1918 Model, 5-Passenger Touring Car, which I have driven for over one year continually.

The CHANDLER has been driven approximately 5,000 miles and has been in the shop for adjustment less than half a day in all that time and distance.

The gasoline mileage at this time is a trifle over sixteen miles to a gallon, and the mileage has been about the same all the time.

All in all, the Car is giving entire satisfaction in every respect, the finish held up exceptionally well, the Car looks fine, and if I were going to buy a new Car I would certainly buy a new CHANDLER.

(Signed) R. M. BUCHAN.

BE IT A NEW CHANDLER OR AN OLD ONE—IT LEADS

As everyone who owns a CHANDLER seems to have plenty of "bouquets" to throw, I might tell you, and I deem it justifiable to inform you, how well pleased I am with my CHANDLER Car. After three years of daily service it runs and looks just as good today as the year I purchased it, and people often ask me if it is a new Car, or if I have had it painted recently.

Sincerely yours,
(Signed) V. Read.

SERVICE IS FOUNDATION OF CHANDLER LEADERSHIP

We have had many Cars and at present we have a Seven-Passenger CHANDLER, and would not trade it for any other Car. We get between sixteen and seventeen miles to a gallon of gas, and as for trouble, we have had none.

Yours very truly,
(Signed) CODSI FRERES.

SHORT, SNAPPY, TRUE! HERE'S A STORY OF SERVICE

I have had several makes of Motor Cars, and at present I have a CHANDLER Despatch Cars, and I would not trade it for any other Car in Shanghai, regardless of cost. I am getting between fifteen and sixteen miles on a gallon gasoline, and it gives me no Motor trouble, and I surely recommend to all my friends that the CHANDLER is the best Six-Cylinder Car in Shanghai, barring none.

Yours very truly,
(Signed) G. N. McMILLAN.

THEY ALL LIKE THE CHANDLER.

This is my fifth Automobile, and I am frank to state that a CHANDLER Despatch is by far the most satisfactory of them all. It is a very economical Car and the CHANDLER Motor is one that surpassed by none.

Thanking you,

We are, Dear Sirs,
(Signed). THE SUMITOMO BANK.

Max Friedman
SALES MANAGER

THE SHANGHAI GARAGE COMPANY, LTD.

Operating

THE STAR GARAGE and **THE EASTERN GARAGE**

Our Main Showroom at

The Star Garage -: -:- 125 Bubbling Well Road

Looking In The Mirror With America's Leading Manufacturers

(Continued from Page 8)

up must provide themselves with the facilities. The automobile passenger car and truck are exactly on the same plane as the telephone and telegraph in being a fast step forward in eradicating time and distance. With this fact well established and all prejudice against the use of the passenger car and truck now thoroughly eradicated from the public mind, it is an interesting question to analyse just how many cars the country can absorb or will actually require to attend to its daily affairs both business and otherwise.

FREIGHT BY TRUCKS

"Improved roads to be built in the next two years will probably double the mileage that existed five years ago. The hauling of freight by trucks is just beginning to prove its efficiency. Couple these facts with the improvement in land values with its consequential wealth, due to the automobile making remote farms accessible, and one may conservatively say that the total of cars and trucks in daily use five years from date certainly will not be less than three times the present number.

"With this as an accepted fact, the succeeding years appear to the writer to be ones of sure prosperity for the industry."

Ohio in recent years has jostled historic Virginia from its proud position as "the mother of presidents" and if it has not exactly displaced the Old Dominion, remembering the events of 1912 and 1916, the Buckeye state has at least won the right to the title of "stepmother of presidents." We have an Ohio president with us on this occasion, and we shall next hear from M. F. Bramley, president of the Templar Motors Corporation of Cleveland. Mr. Bramley:

"The demand for passenger cars is increasing constantly, and the year 1920 promises to be a record-breaking one. We have orders running far into the year and indications point to the fact that production will not be up to schedule on account of labor difficulties, which are the foundation of non-delivery of materials of every description.

WATCHWORD IS PRODUCTION

"The watchword of all manufacturers we believe should be, 'Production, production, production,' in order to meet outside competition. Let us continue to try to show labor that its prosperity in the future depends on production at this time, and quantity production, so that we can compete with foreign manufacturers.

"With this matter adjusted, and we have every confidence that it will be in a mutually satisfactory manner in the near future, the year 1920 will be the greatest in the history of the automobile industry, and will ultimately result in the supremacy of the United States manufacturers in this line throughout the entire world."

Back again to Michigan, where all things motoring begin and end. To box the middle western compass we must hear from Wisconsin and fortunately we are able to call upon D. C. Durland, president of the Mitchell Motors Company, who brings us a message of cheer from his frigid stronghold in snowbound Racine. Mr. Durland:

"The automobile industry is the youngest one of its importance in the United States, not only in point of years, but in its youthful strength and ability to get back to normal after any disturbance.

"Devoted nearly in its entirety to war work and with a large share of its personnel absent in motor transport; aircraft, tank or subchaser service, it was almost the first American business to approach peace-time conditions after the armistice was signed. That, I believe, holds forth wonderful promise for the future of the automobile industry.

"It must be remembered that only a few short months after the cessation of hostilities and with all automobile plants working day and night, there was an unprecedented shortage of cars which lasted through the entire year and is still felt to some extent. With the high wage scales which have prevailed throughout the year, there is far more money in circulation than there was a year ago which indicates a proportionately increased demand for cars in the spring.

MITCHELL DOUBLES OUTPUT

"All manufacturers are, of course, making every attempt to increase production. At the Mitchell Motors plant we will practically double our output. And yet from reports of market conditions prepared by our sales department, it is evident that the increased demand will so far outstrip the highest possible production that a shortage even more acute than last year's seems inevitable.

"If the present trend of the labor and material markets continues, prices are bound to increase, although it is safe to say that they will probably never reach as high a level above pre-war prices as characterise other products. Competition forbids any tendency to profiteer in the automobile business.

"With good production, fair prices and a strong demand the outlook for the industry was never brighter than it is today."

Being eastern and very modest we have given precedence to "guests," so to speak, from the western strongholds of motordom, but we cannot carry our (ahem) traditional modesty to the point of obliteration and consequently call upon a most worthy representative of eastern manufacture in the person of Robert Bursner, president of the American Motors Corporation, to tell us how this effete section views the inrushing year. Mr. Bursner:

"The year 1920 will find in the ascendency both automobile distributor and buyer more interested in the mechanical qualities of his car, its easy operation, riding qualities and the service that it can perform than in its original cost.

MORE EXPENSIVE CARS

"This is the first year in which the industry has had the experience of storing cheaper cars while the demand for medium and high-priced cars remain unsatisfied. The answer to this is that the buying public has more money and can indulge in more expensive cars than any year that has gone, and is looking more clearly to what it gets than to what it pays.

"The outlook for production is good, particularly in the east where the American Motors plant is located. To a large extent the east has been free from the costly labor disturbances which have severely interfered with the output of manufacturers in the west. With its plant in Plainfield, N. J., doubled in capacity by recent additions, production of the American Balance Six will reach twenty cars per day by the first of the year, and we look for a still further increase in our output during 1920."

PRIZE TO MAXWELL

That a Maxwell took first honors before thousands of persons who thronged the grandstand and adjoining spaces at the Tennessee state fair is the gratifying information recently received.

Contrary to auto shows of other fairs, driving was not the chief factor but it was the cars themselves. W. W. Dillon, adjutant-general of Tennessee, Baxter Sweeney and Major Hoagland, U. S. A., were named judges of the show. Six classes were up for judging. In each one first, second, and third prizes were awarded.

In the first class cars $1,000 and under, a Maxwell driven by Mrs. Ed. Polk won first honors. Second prize went to a Ford driven by S.S. McMurray. A Ford coupe driven by Egbert Hill was third.

STALE GASOLINE

After it has stood for several days, even in a tight tank, gasoline will become dead and slow to ignite. This is partly due to evaporation and partly to chemical changes that take place.

BRISCOE

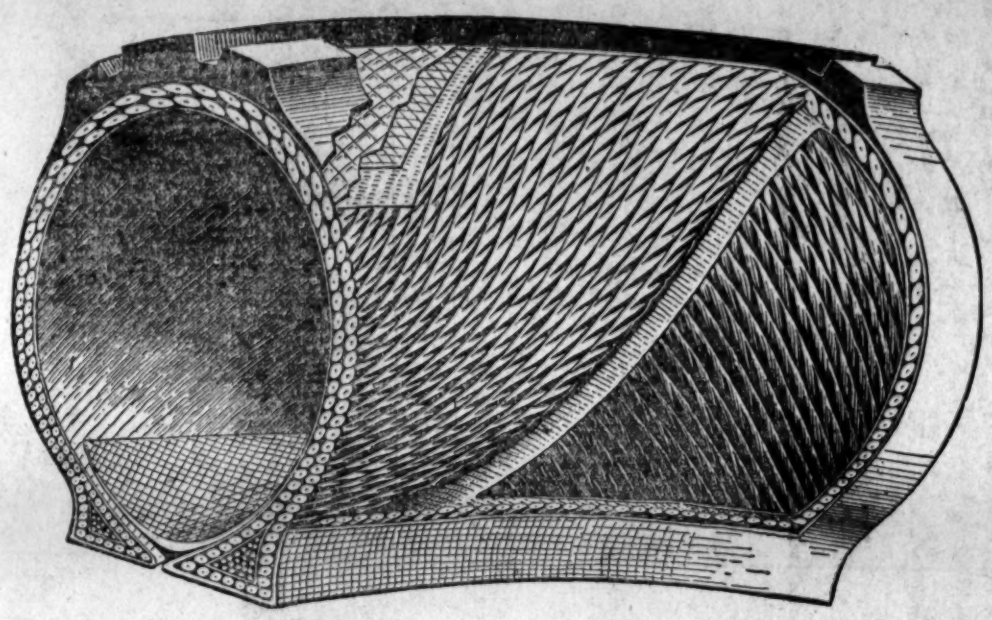
TOURING CARS (5 Pass.)

THE AUTO PALACE CO.

362 Av. Joffre: -:- Tel. West 465

TAELS **1100**

Goodrich SILVERTOWN Cord Tires



10 Silvertown Cord X-cels

1. Increased engine power.
2. Smoother riding.
3. Fuel saving.
4. Speedier.
5. Coast farther.
6. Start quicker.
7. Easier to guide.
8. Give greater mileage.
9. More resistive against puncture.
10. Repaired *easily* and *successfully*.

Before you, its thick tough Goodrich Safety Tread slashed back, its sinewy, two-ply, rubber-saturated, cable-cord body laid bare, stands a Silvertown Cord Tyre.

Mark well the sturdy size of Silvertown's cable cords, and that they are *cross-wrapped* into *two plies* and *but two*. Obviously Silvertown with but two plies must outlast *many-ply* tyres with their *multiplied* inside heat.

Out of this *durability*, and the *resilence* of those flexible cable-cords, come Silvertown's *gasoline saving economy*, *smoother riding comfort*, and *prolonged mileage*, that you cannot afford to be without.

Know Silvertowns by their graceful *extra-size*, and their RED DOUBLE DIAMONDS.

Ask for a Price List

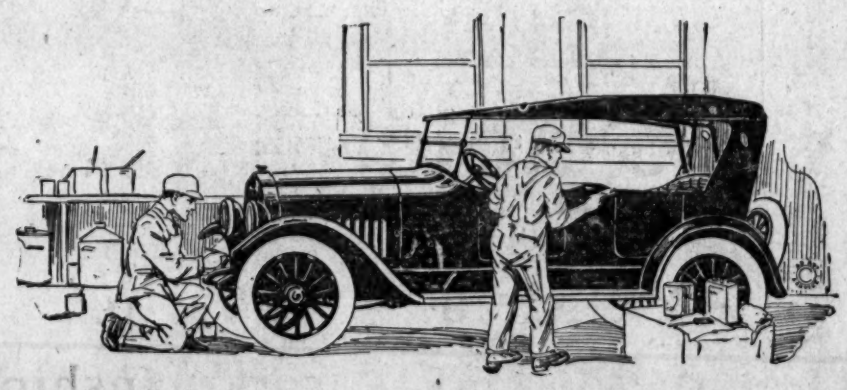
FURUKAWA & CO., LTD.

1B Jinkee Road TIRE DEPT. Tel. Central 4932

NOW IS THE TIME

to have your car

OVERHAULED and PAINTED



Spring is here, and bright, warm days may be expected at any time. The car that you have used all the winter will look rather shabby in the spring sunshine. How about the engine, too? Remember, also, that your car is an investment, that manufacturing costs have increased, and thus it should be worth as much second-hand as it was when new.

Have it tuned up and repainted NOW

We give you the best of service at the most reasonable cost, and shall be pleased to give you advice and estimates free of cost

REPAIRS

We have a staff of experts entirely at your service, and our machine shops are the best equipped in Shanghai.

REPAIRS

THE CENTRAL GARAGE COMPANY

2a Jinkee Road Tel. Central 3809

Ford

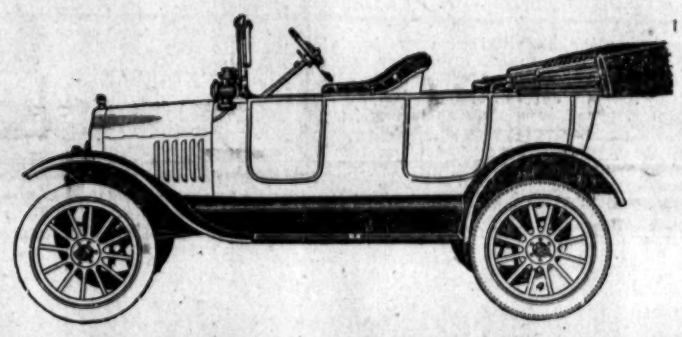
Ford

Latest Model

FORD

Touring Car

TAELS 700



TAELS 700

Complete—Ready for the road

A Guarantee for one year, against defective materials and workmanship, is given with each car.

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Spare parts kept in stock. All repairs carried out under expert foreign supervision.

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Ford

Ford THE UNIVERSAL CAR

Estimates 1920 Demand At More Than 2,540,000 Cars

Hurd, Of The Premier, Examines Into Factors Which He Says Control Replacement Market—Saturation Point In Call For Machines Still Far Away

"Judging from the number of fine cars sold in 1919 and the outlook for 1920, reflected in the quantities contracted for by distributors, the point of saturation in the automobile field is some years distant," said E. W. Hurd, general sales manager of the Premier Motor Corporation.

"In 1916, 1917 and 1918, the lean years in motor car production, the number of potential buyers did not decrease, when compared with former years. On the contrary, the number was greatly increased, because of the unusual amount of money in circulation, due to highly paid labor, large crops at high prices and the many businesses converted to war purposes that produced large returns for their owners. The production in 1917 and 1918 was largely absorbed by the government. The few cars left had to spread very thinly over a demand that exceeded the supply at least eight to one in 1917 and twelve to one in 1913.

"Each year a certain number of used and rebuilt cars result from one of two causes. Either the owner buys into another class or feels his old car has outlived its usefulness so far as he is concerned. In normal years these cars have a fixed resale value, there being a schedule on which the average dealer will market this used product. However, in 1917 and 1918 cars that had seen two, three and even five years' service sold at prices better than obtained for them when new. These cars, together with the cumulative wear on all models prior to 1917, that naturally would have been scrapped had there been a normal output, continued in use.

"This very wear, based on 6,000,000 cars now in use, means that not less than 12 percent, or 720,000, must be purchased each year to replace those used to the point of destruction. For the two years of lean production we have a replacement necessity of 1,480,000 cars worn out, and another 720,000 worn out in 1916 and not replaced, or a total of 2,200,000 cars of which less than 30 percent were purchased in 1919.

"We have in America about 15,000,000 prospective automobile buyers. With only one-third of the number sold, this leaves 10,000,000 potential owners. Assuming that 10 percent will buy each year, then the 1920 demand, in connection with the renewal market, will be 2,540,000 cars. This does not contemplate the new buyers created each year from the growing population or those who purchase more than one car.

"Considered from the angle of positive demand the stability of our national wealth, the earning power of our people, I cannot see, despite the largely increased production predicted for 1920, any possibility for saturation either in that year or for ten years to come."

Get Acquainted With Your Car

There may be a perfectly good motor in your car, the gears and brakes and tires and other members may be all that could be desired, but unless the engine works the car never will get anywhere. It would be interesting to know just how many of the million motorists understand the working of the motor and how the power is applied to running the car. Oh, yes, they can start the engine—sometimes—and can steer the car, but experience indicates that a tremendous percentage of drivers have but a primitive acquaintance with the mechanism and the principles underlying its action.

The motor generates power which drives the automobile. This is done by taking into the motor gasolene, which is burned and in that process expends, creating pressure. It is the function of the motor mechanism to transmute this pressure into usable power. The gasoline usually is carried in a tank located at the rear of the car frame. From this tank it is drawn, by suction from the intake manifold, into a small tank located near the engine, whence it flows by gravity to the carbureter.

Raw gasolene burns very slowly and is not suitable for use in the automobile engine, where comparatively fast burning is required. The function of the carbureter is to mix the gasolene with the proper proportion of air and turn it into a vapor to make it burn more rapidly. In addition to mixing and vaporising, the carbureter is fitted with a throttle valve with which the amount of mixture allowed to enter the cylinder may be regulated. In this way the development of motor power is controlled.

The gas is drawn from the carbureter past the throttle and through the inlet valve into the cylinder on the suction or intake stroke. It is then compressed and ignited and gives the power.

The action of the motor is that by drawing down the piston a vacuum is created in the upper part of the cylinder, called the combustion chamber. At the right moment an inlet valve opens and a charge of mixture is sucked in. The valve closes and the piston, rising, compresses the mixture. At the highest point of piston motion a spark is produced at the plug, the mixture is fired, expands and forces the piston down with power. Through the connecting rod the downward force is changed into rotary motion in the crank shaft and the repetition of this process gives the power which drives the car. The flywheel carries the crank over the strokes which do not produce power.

There are four strokes to each motor-cycle, the four cycle being in strict parlance a four stroke cycle. The first, taking in the mixture, is the suction stroke; the next, as the piston rises, is the compression stroke. An explosion sends the piston down on the exhaust stroke and rising as the exhaust valve opens on the exhaust stroke. The four strokes face two full revolutions of the crank shaft, or two circles, two up and two down strokes. On a four cylinder motor there is always one power stroke and one of each of the other strokes at the same time.

The explosion or power stroke does not come in regular sequence in the cylinders, that is, they do not fire 1, 2, 3, 4; usually it is 1, 3, 4, 2, though some motors have it 1, 2, 4, 3. In motors with a larger number of cylinders the order varies, one firing order for en eight cylinder motor being 1, 4, 5, 2, 7, 6, 8, 3.

It will be seen from the foregoing that it takes three things to make an engine go: A proper mixture of gasolene and air, compression and ignition at the right time. A proper mixture would be considered 200 cubic feet of air to a pint of gasolene but to insure proper scavenging more air usually is introduced. In starting more gasolene is admitted to the vaporising chamber to give a rich easily ignited mixture; in running a lean mixture gives better results. The compresion also must be good, so that there is a decided resistance when the motor is cranked over by hand. The compression heats the mixture almost to the firing point, and when the spark occurs ignition is easy. To insure good compression there must be the proper relation between piston rings and cylinder, and there must be a seal of lubricating oil in addition to make the combustion chamber practically gas tight. Valves must seat properly and cocks, gaskets and other openings be free from leaks.

Not the least important is the spark. This comes from a battery, or magneto, in low voltage, stepped up to high voltage by means of a coil so that the spark produced across the points of the plug is hot and possesed of the requisite "kick"—something more than 2.75 being needed. It is distributed to the cylinders by a distributor, or timely device, so that the spark comes at the point of highest compression. In starting the spark is retarded to prevent back pressure, or motion and when the engine is burning the spark is advanced so that ignition of the mixture, started before the piston is top of cylinder, will be full as the piston starts to descend on the power stroke, insuring full power from the combustion.

Another device whose importance is much underrated by the average driver is the muffler through which the burned mixture is ejected into the open air. If there were simply a pipe from the motor without something to deaden the sound the burned gas coming from the motor under pressure would make a great noise, knocking a great hole in the air as a gun, or as lightning does. The muffler permits the gas to cool and contract before issuing to the air, and lets it out slowly and with less vehemence. Gas heated expands rapidly, cooled it contracts rapidly, naturally a cooled gas would be of smaller volume than that right from the motor and would make less of a "hole" in the atmosphere. The difference is easily illustrated if there be a cutout on the car.

CLEAN CARBON WITH CLOTH

Clean off carbon with a cloth dipped in gasoline, or a brush may be used. Touch up the points of plugs with an emery cloth, but do not touch emery to glazed porcelain, as it scratches and makes it soot up all the more rapidly. A cracked core must be replaced.

Engineers Study Tires For Trucks

Accurate Information As To Types And Sizes On Tap At Firestone Stations

Proper selection of truck tires not only proves an economy, but is bringing about a better realisation by the public of the merits of the motor truck, in the opinion of Firestone engineers.

In support of this contention the tire men call attention to discussions at the recent meeting of the National Association of Motor Truck Sales Managers at Detroit, says a letter to the Central Garage, Firestone distributors.

Alfred Reeves, general manager of the National Automobile Chamber of Commerce, in discussing truck legislation at that time, said investigations by the organisation which he represents show that much of the public sentiment adverse to trucks grows out of the impression that they are harmful to the highways.

The fault, he said, practically can be obviated by the use of care on the part of the operator. Overloading, he affirmed, should be avoided and tires of proper widths to insure sufficient contact with the road should be selected. He greatly emphasised this need for proper tire selection a thing which he felt is often overlooked and is quite essential to protection of the highways.

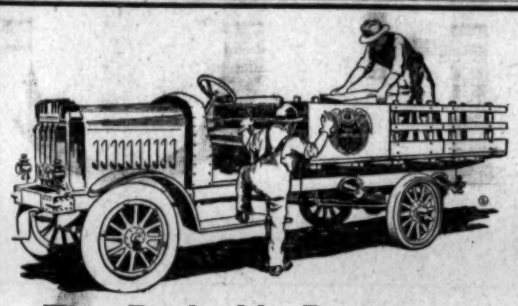
Engineers at the Firestone factories at Akron, Ohio, are giving a great deal of time and study to this question and are constantly studying tire needs on various types of trucks, as the result of which accurate information as to types and sizes of tires is available at all Firestone branches and service stations.

CLEANING CELLULOID

The celluloid windows that are so much used in motor car tops have always been difficult to clean without scratching the material so that its value is impaired. There is on the market today a cleaning compound designed for use on the imitation ivory which is used for making combs, brush backs and other toilet articles, and this cream is ideally adapted for cleaning celluloid windows in the car top. The windows and the imitation ivory articles have the same base, celluloid.

CURING CRACKED IRON

The following is a neat way of repairing a crack in the water jacket or any cast iron part of similar nature. Dissolve some bluestone, copper sulphate, in water. Clean the edges of the crack with sandpaper or a file. Paint the iron with the copper sulphate solutions until a thin layer of copper has been deposited on it. This surface will then take soft solder very nicely.



The Profitable Business in Motor Lorries

will go to the dealer who can supply the business man and planter with a light lorry that will do his hauling cheaply and stay on the job.

You should investigate the *All American One-Ton Super-Lorry.*

Standardized—we concentrate on this one model. Proved out in peace work and under war conditions.

Burns kerosene as well as gasoline.
Chassis, $1395 f.o.b. Chicago, U.S.A.

TO DEALERS: If you have access to business men and planters—write or cable us today. We may be able to allot you territory, and make you an attractive proposition.

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Export Department
Chicago, Ill. U.S.A.
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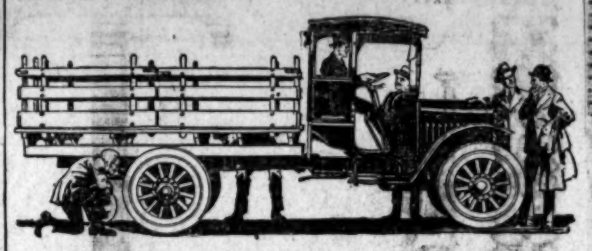
MAXWELL TRUCKS

THE Maxwell 1 ton Truck is particularly adapted for overseas use because, although sturdy in construction, it is light in weight—2400 pounds—and can go where large trucks cannot operate.

In fact, the Maxwell Truck has so successfully filled a long-felt want throughout the world for a low-priced, simple, sturdy, economical Truck, that today it has taken its place among the four trucks with largest production in America.

The same economy of operation is ever evident in the Maxwell 1 ton Trucks as is proverbial the world over in Maxwell Motor Cars.

Magneto, Worm Drive, 10-foot loading space, Electric Lights and Generator. Right or Left-Hand Drive optional.



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The various grades are named:

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GARGOYLE MOBILOIL "BB" *GARGOYLE MOBILOIL "E"* *GARGOYLE MOBILOIL "ARCTIC"*

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VACUUM OIL COMPANY

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The Shanghai Horse Bazaar & Motor Co., Ltd.

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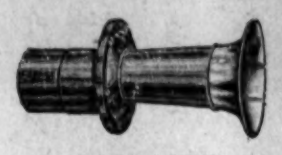
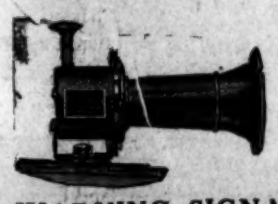
V-RAY SEARCHLIGHT

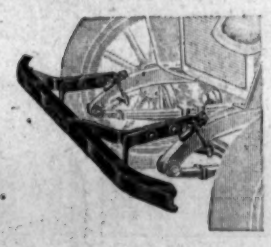
MOTOR-CYCLISTS' SPEEDOMETER



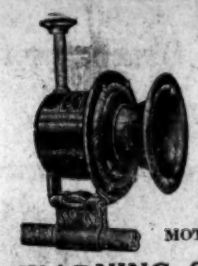
MOTOR-DRIVEN WARNING SIGNAL



WARNING SIGNAL (hand operated)

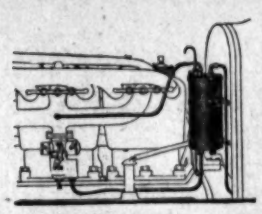


AUTOMOBILE SPEEDOMETER



MOTOR-CYCLISTS' WARNING SIGNAL

AUTOGUARD — V-RAY SPARK PLUGS



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Teaching Friend Wife To Drive

Being The Marital Misadventure Of A Cheerful Idiot Who Skidded Into Disaster When He Attempted The Impossible

By JOHN CHAPMAN HILDER

Among all the young couples in New York, Mr. and Mrs. Reggie Stevens had most consistently given the impression that they were married permanently once and for all. Which, in these days, when it is considered not really the thing to ask a man about his wife, or a woman about her husband, is quite noteworthy. You can understand, therefore, that when the split came between Reggie and Alice you could have knocked us over—as some cheery philosopher put it—you could have knocked us over with a crowbar.

And though all of us who knew them were ignited with curiosity, none of us ever heard the inside story until one day, shortly after she left him, by sheer chance I (figuratively) ran into Reggie in a machine shop. His back was toward me as I entered, and he was apparently gazing at the remnants of a car. I heard what he was saying. It was this:

"So you can drag it outside and fix it with dynamite or drop it off the roof. I don't give a rap. Throw the (condemned) thing in the river if you like and I wish you luck."

Then he turned away from the bewildered artisan who runs the place and walked into me. And after the first shock was over and I had got him up to my rooms with a couple of noggins of home-brewed raisin fizz under the belt, he told me the whole grisly story.

"That junk pile you just saw," he said, "was once the pride of my life. She cost an awful lot of money and when she came from the factory all squeakless and shiny she was the prettiest thing you ever saw. We—we named her Clarice—"

The poor fellow sort of choked over the word "we," but I gave him a stiff swig of my rare old prune julep and that seemed to pull him together.

"We'd had a Henry before Clarice came into our midst, and Alice had run it quite a lot—small runs, of course, like from the house to the accessory store and back. We both sort of looked on the Henry as a natural born beast of burden that took to punishment as a Bolshevik takes to luxury. You know how those things are."

I nodded encouragingly.

"Well," continued Reggie, "that was all right when only a Ford was at stake, but when we got Clarice I said to Alice: 'Now, see here, dearest, I tell you what it is, this car is very different from Henry. I think you ought to go a bit deeper into it than just knowing how to start and stop. I think you ought to learn how the thing works—the principles of it and all that. If you knew what actually happens when you push the pedals and advance the spark you'd drive a lot better.'

"Jack," he said earnestly, "the trouble began right there. You see, I shouldn't have hinted that there could possibly be any better driving than the kind Alice had hitherto exhibited. That was a break. But he made no comment on it just then. So I said: 'There's a very good little book that came with the car. It explains the whole mechanism thoroughly. And it was written so it would be clear to the dullest intelligence. Not, of course, that I mean anything—I simply mean—' 'Oh,' said she, 'never mind explaining what you mean. Take me out and show me what all the dinguses are for. I'll look at the book some rainy night.'"

Reggie paused and began to fill his pipe, shaking his head lowly from side to side. If I were a novelist I could put in at this point that his huge frame was shaken by suppressed sobs. But being a member of the I. S. F. P. O. T. (International Society for the Propagation of Truth) I am compelled to record that Reggie was not possessed of a frame any huger than the average.

(Beginning here, for convenience in punctuation, the narrative will be continued in the words of Reggie himself).

Well, the evening I got her, I tooled Clarice gently out to some lonely back roads in a suburban development that had never developed and handed her over to Alice.

"Now, old thing," I said, "if you've been watching me on the way out here you'll already have a pretty good idea of how to do it. Did you notice the first thing I did, to start her? Alice said she hadn't been watching at all because she never could get it by watching anyway, only by doing it herself.

So I began to explain about the pedals. That pedal on the left is the clutch and the one like it on the right is the service brake. The little pedal to the right of the brake—and so forth, describing what they all were. Then, when I was all through, I asked her which was the clutch. "I don't know," she said, "which is it?"

I went over then all again and then I told her to push with her left foot, pull the shift lever to the left and back, press lightly on the accelerator and very gently let the clutch pedal come all the way out. Whirr went the engine, racing to beat old Harry. Back went the clutch. Poor Clarice jumped about ten feet and then stopped still like a dead thing. It nearly cut my heart out.

"My Gosh!" I yelled, "didn't you hear me say let the clutch in gently. You'll pull the whole rear end out of the car if you do things like that. Gee whiz, you've got to let it in gently."

"What do you mean, let the clutch in?" asks Alice. "You told me to let it out. How can I do anything if you tell me one thing one minute and another thing the next? And you needn't bellow, Reggie. I'm not deaf."

I had made quite a noise, so I apologised and tried to explain in my most pleasing way what is meant by letting the clutch in and throwing it out. "That pedal," I began, kind of groping for an easy way to say it, "that pedal is not the clutch. That pedal is only the upper part of a lever that operates the clutch. You can't see the clutch now because it is under the floor-boards. But you know how a lever works. Well, when you push the pedal in, the lever throws out the clutch—that is, it disengages the clutch from the flywheel so that there is no connection between the engine and the rear wheels. When you take your foot off the pedal, a spring lets the clutch in; that is, clutch is allowed to become engaged with the flywheel, this making a connection between the engine and the driving wheels. D'ye see?"

"Yes," says Alice, "I think so. This lever (indicating the gear shift) works the clutch, and when you push in with your foot it engages the engine with the flywheel and——"

No. No. No! That's not what I said at all. You've got it all balled up. This lever here is the gear shift lever. It has nothing to do with it. At least, it has, but I don't want to tell you about it yet. I want you to get one thing at a time. Now let me explain all over again."

"Heaven's sake," complains Alice "can't you teach me to drive without all these explanations? It'll be dark in a few minutes. I don't want to listen to all that stuff now. The man who delivered the car said he could teach me in no time. Other people drive without fussing with technical things like that."

"That's the reason the service stations are always crowded," I put in.

"Well, I know there are thousands of women and men, too, who drive all right and don't bother with it. I want to drive this summer. If I have to wait till I've learned details like that, I'd rather stay out of the car altogether."

By the time it was pretty dark so I suggested she'd better let me take Clarice and drive home. It was a very quiet drive home. I guess we were both what you might call fulminating.

But Alice was cheered up the next evening. She met me at the station with the car. One mudguard showed evidences of having been well bent but badly straightened. I pretended not to notice it. "You take her home," said Alice. "I'll go out with you after dinner and show you how much I've learned. It's really very easy. And the man said I didn't have to worry about—er—about being able to do it."

After dinner we climbed in again. I said nothing, just watched.

"Don't look at me like that," says she; "you make me nervous."

First thing she did was to throw out the clutch and put her into low. Then she slowly let the clutch in. But the car stood still. Alice looks at me, suddenly white, scared to death. "What's the matter with it?" she asks.

"Nothing." I told her, "only as a rule a car goes better when the engine is running."

"Oh, I forgot," she said, "I have to use the starter, don't I?" And with that, before I could stop her, she steps on the starter and poor old Clarice gives a jump.

"Wait a minute, wait a minute," I shouted, "put her in neutral, put her in neutral. You'll pull the starter to pieces if you do that."

"If you're going to act that way," she came back, "I'm through. You can't expect me to remember everything right off. Trouble is I get nervous when you're in the car. I didn't do that once before you came."

"That's good," I replied; "it wouldn't take many little spasms of that sort to wreck her."

Altogether we had a jolly evening, I can tell you. It took me until about two G. M. to put through an armistice. And I only managed it then by making abject apologies.

Next day was Saturday. I didn't exactly look forward to going home, but Alice was in high spirits when she met me at the station as before. She had had another lesson that morning and I suppose the feeling that she was going great guns—as she thought—had given her a thrill. I had made up my mind to sit and suffer in silence even if it killed me. And so, after I had changed my things, we started out. All went well till we got to the end of our street and were coming to the main road. It was a busy corner. Things coming four ways at once and an upgrade in every direction. "Better begin to slow down now," I advised her. Which she did, taking her foot off the throttle. Then as we got to the turn I suggested that she shift.

"I can't" she wailed, "what do I do?"

By now we were drifting out aimlessly toward the middle of the crossing, and I just had time to grab the wheel and yank us out of the way of a great lunging old chain-drive roadster doing about forty-five. He cleared us by inches, cursing as he passed. "Phew," I gasped to Alice, "that was a narrow one."

"Yes, you crazy Indian," she said, "you nearly smashed us up, losing your head and grabbing the wheel like that. I was all right. Why didn't you let me alone?"

I was flabbergasted. I couldn't believe at first she was serious. But she was. You should have seen her face. Well, I was so surprised I simply couldn't say a word. You can imagine. By the time I had recovered she had managed to start Clarice up again. You remember I said there was a hill? Well, we got over the top after stalling twice on the way and thereafter on level roads nothing happened until we reached the practice grounds.

When we arrived there were a couple of other fellows out also initiating women. Alice announced, coolly enough, that she desired to improve her technique in turning around in narrow places. I just sat and looked on. If it had been any car but mine, it would have been funny. Every time she stalled Clarice, she would sit still for five minutes, clutching the wheel, looking kind of blank. You'd have thought she was praying for Divine inspiration as to what to do next. I stood it as long as I could and then during one of those communions with Providence I piped up.

"Seems to me," I suggested as casually as I could, "seems to me you'd have better luck if you understood what goes on under the hood and the floorboards."

"I suppose you'll have to get it out of your system some time," she answered; "go ahead and explain."

"All right," I said, "let's begin with the engine. Do you know why an engine has to be cranked before it will run? I'll tell you. An engine is made up of a number of cylinders. A cylinder is just what its name implies. That is, a hollow cylindrical piece of metal like a—like a tin can, for instance, only stronger, and it is open at one end. Well, inside this cylinder is what they call a piston. Know what that is? A piston is also a cylindrical piece of metal. And it fits inside the cylinder, very tight, so that none of the gas can escape. See? Wait till I find a piece of paper. Now, that's the cylinder and there, inside it, is the piston. A very tight fit. All right. Now, the piston slides up and down in the cylinder. But it has to be attached to something so its up-and-down motion can be converted into rotary motion, therefore it is fastened to the crankshaft by means of a connecting rod. Do you get that? Give me a hair pin. . . . Look. I 'showed' her these two ends of the pin. When I revolve it, they stay in the same place, but this bent middle part goes round and round. That's what the crankshaft does. And of course you can easily see that if the piston is connected with the crankshaft, every time the piston goes up and down the crankshaft goes round and round. Is that clear, so far?"

"No," admitted Alice. "What makes the piston go round and round?"

"I didn't say it did," I replied. "I said the piston went up and down and. . . ."

"Oh, pshaw, what's the difference? You know what I mean. What makes it move?"

"I'm coming to that now. You see, when you crank the car. . . ."

"But you don't crank this car," she objected; "it has a starter."

"Certainly, but don't you see the starter simply does mechanically what you otherwise would have to do by hand? I wish you wouldn't interrupt. Why, my dear girl, of course you can ask questions, if you'll only wait a minute. When you turn the engine over with the starter, you turn the crankshaft—the bent pin, you know—and that brings the piston down. And as the piston comes down a valve in the top of the cylinder, the closed end, opens and allows gas to be sucked in. Then as the piston goes up again the gas is compressed—it's just like a gun. Know how a gun works? No? Well, the gun barrel is like the cylinder and the bullet is like the piston."

At this point the air in front of us was rent with the screech of clashing gears as one of the other student cars protested at the treatment it was being subjected to. I looked up and saw the unhappy husband. He was brandishing both fists toward the heavens. I looked sorrowfully. And I, out of sheer sympathy, shook my head and grinned. After that the cyclone.

"How dare you make fun of me to a strange man?" She hit first with that. Then I got and finally—you saw it in papers.

When we got back home packed some things and dro drove, mind you—to her moth A few days later I had my atto remind her that the car belo to me. She sent it around morning. You saw what it lo like.—*Motor.*

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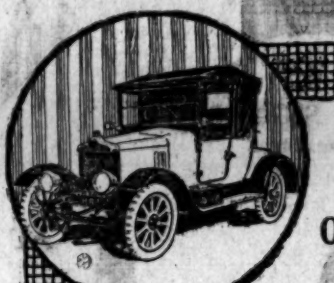

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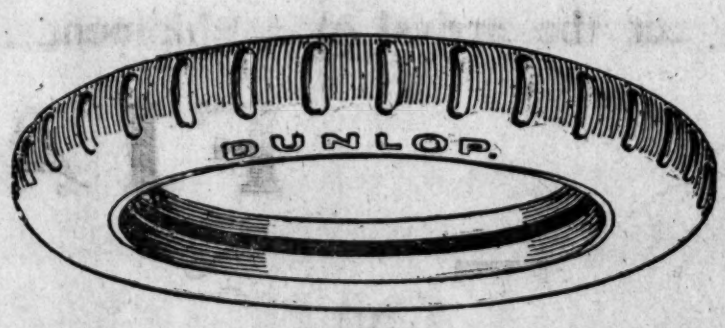

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he assures you, in all sincerity, that he doesn't know the meaning of tyre worry—IF he expresses impatience at the suggestion of such a subject being worthy of serious consideration—put him down at once as a man whose motoring has been done wholly upon tyres of Dunlop manufacture.

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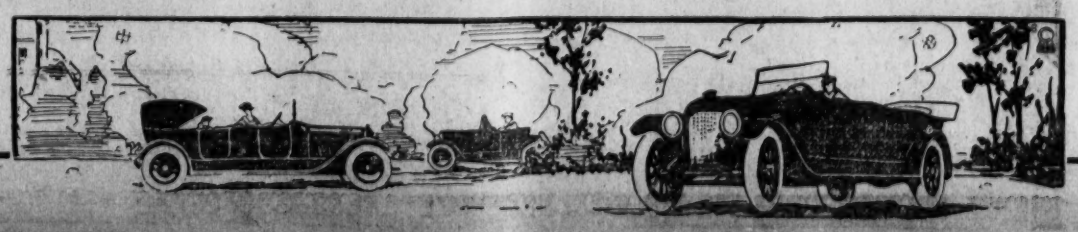

AUTOMOBLIE RUNS ALASKAN RAILROAD

Trainloads Of Logs Hauled Over Wooden Track System Daily By Motor Car

O. P. Gaustad of Fairbanks, Alaska, is owner and operator of one of the "farthest north" railways in the world. His railroad "system" consists of 15 miles of wooden rails that stretch between the head of navigation on the Tolovana river to the rich placer mines above, some 75 miles overland from Fairbanks.

The motive power of his railroad is a 1916 Dodge Brothers motor car, and it has done such heroic work for the past two seasons in imitating a genuine steam locomotive that Mr. Gaustad dropped into the salesroom of the Albertson Motor Company, Dodge Brothers dealers in Los Angeles, while visiting in that city recently, and told an interesting story of his "railroad" and the country it traverses. Mr. Gaustad went to Alaska in the big rush of '98.

"I have a sawmill half way between the Tolovana placers and the head of navigation on the river," he said "For two years I have operated the railroad to haul logs to my mill, and from there to haul the sawed lumber to the mines. The track is 15 miles long, and is of wooden rails. The Dodge Brothers car is of course equipped with flanged wheels, and hauls a little train of three cars behind it.

"In this fashion I have hauled loads as high as six tons without a murmur from the car. In addition to the lumber, I haul all supplies from the head of navigation on the river to the mines, and get $60 a ton for transporting it. Sometimes I make eight or nine trips a day, and this year the car covered over 6,000 miles in the course of the season.

"For six weeks of our summer there is something like 23 hours of daylight every day. In Fairbanks in the summer, we start our ball games at 10 o'clock at night because it is not so warm then. It is still a magnificent game country on the Tolovana river, where my railroad is, and three times this summer, I scared up moose along the track, and even chased one for a ways down the right-of-way.

"The war brought great hardship to the gold miners of Alaska, for, owing to the depreciated value of the dollar, their gold is worth but little more than half what it was five years ago. Consequently many of the mines are shut down, for the producers figure it is not worth while to pay excessive labor costs to mine gold worth only half price.

"With the advent of better roads, Alaska will be a great market for motor cars and trucks, for transportation is Alaska's greatest need just now. Few people realise the immense distances in Alaska. From my railroad, for example, it is 1,600 miles to tidewater, via the Yukon river.

"At the present there are something like 80 cars in Fairbanks. The gasoline I burn in the Dodge Brothers car costs me 85 cents a gallon, and I get an average of 15 miles a gallon, even with the heavy loads I haul. Until this year, the valves in the motor had never been cleaned, and the car has given remarkable service when you consider the extraordinary nature of the conditions under which it was required to operate."

RUBBER, LIKE WOOD HAS DISTINCT GRAIN

Cutting repair gum across rather than with the grain is responsible often for failure to get the best results in tire repair work.

Attention of repairmen and vulcanisers is called to this fact in a suggestion coming recently from service experts at the Firestone factory to the Central Garage, local Firestone distributor.

"In quite a number of shops," it says, "repair gums are worked up by being cut aross the table and not with the length of the roll. This is a matter that does not seem of great importance, but a series of experiments will show that gums cut the long way, or with the length of the roll, will wear better than gums cut across the roll. Rubber has a grain that may be compared with the grain in wood. When cut with the grain it naturally is toughter and can therefore better resist the strain and pull that it is subjected to by the traction of the tire."

Repair gum now is being sent out by the Firestone company in 18 instead of 36 inch rolls. This smaller roll can be handled much, more advantageously by dealer and repair man. It is packed in a strong durable container to keep it in good condition until sonsumed. It was impracticable to pack the larger roll in this manner.

Cadillac Erects The Most Modern Automobile Plant

Eight Buildings Make Up Factory—Largest Has 970,000 Square Feet Of Floor Space

By R. H. COLLINS
(President Cadillac Company)

The most modern automobile factory in the world is the way engineers describe the new plant now being erected for our company in Detroit.

From the standpoint of railroad facilities, the site could not be surpassed. It comprises 46 acres, with the main line of the Michigan Central railroad on one side and the freight tracks of the Lake Shore and Michigan Southern on the other.

The buildings will contain 2,100,000 square feet, or 48 acres, of floor space, room enough for 700,000 people to stand without too much crowding.

All the buildings will be four stories in height, but to allow for the inevitable expansion, they have been so designed that two additional stories can be added.

DESCRIPTIONS OF BUILDINGS

Of the eight buildings comprising the factory, the largest is the manufacturing building, 800 feet long and 600 feet wide with a total floor space of 970,000 square feet as at present being built, or 1,750,000 square feet when it is carried to its ultimate height of six stories. The courts between the wings will be covered with glass roofs at the height of the first floor ceiling. This will give an area on the first floor 800 feet long and 600 feet wide, or 480,000 square feet.

Conveniently located near the manufacturing building will be the heat treat building, 500 feet long and 80 feet wide. The assembly building will be the second largest building in the plant, 800 feet long and 360 feet wide, with a total floor area of 620,000 square feet. As in the manufacturing building, the court will be covered with a glass roof, giving an unbroken area on the ground floor of 188,000 square feet.

ROOM FOR 1,000 CARS

The storage building for finished cars and service stock parts, adjoining the assembly building, will be 480 feet long and 140 feet wide. More than half of this building will give storage for 1,000 finished automobiles, which will be of great assistance to the factory in making prompt deliveries to customers. The remainder will be devoted to the storage of service stock.

In the administration building, 225 feet long and 50 feet wide, will be located all of the executive offices required for the operation of the factory, and the purchasing, selling, and advertising and all the other administration activities.

From the power plant will be delivered steam, electricity, compressed air, water, and the heat required for the operation of the factory. Near the power plant will be located the oil storehouse with a modern and complete system for the receipt, storage, and delivery of the many kinds of oil required throughout the factory.

THE SPARE

It is a good plan not to carry a new tire as a spare, because it offers too tempting a bait for the tire thief. Put the new casing on a wheel and carry a used shoe as the spare.

HYDROMETER KINK

A short piece of rubber tubing aitached to the hydrometer syringe makes it easy to draw up the fluid when it is getting low around the plates. The tube may be pinched to retain the electrolyte until a reading can be made.

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Used Car Value Vital To Buyer

Hudson Sets Standard By Eliminating Costly Yearly Changes

"It is only a few years ago that automobile style and designs changed as frequently as the seasons," says Harry S. Houpt. "Six months after its purchase a car was out of date and would command only a fraction of its first cost when put on the market for resale.

"In those days it was a common saying that the depreciation of an automobile was approximately 60 percent, or more than one-half its cost, the first year. Manufacturers then were bringing out new models every year, and therefore the depreciation of the models already out was unnecessarily heavy.

"This era of periodic and radical changes was ended by Hudson engineers when they decided that such a system not only was unnecessary, but that it was unfair to the motoring public. As a result cars have not undergone a single radical change since the announcement of the Super-Six.

"Notice how few, if any, Hudsons are offered for sale and then notice what abnormally high prices they command. While the prices, of course, vary in different sections of the country it was nothing unusual last year for four-year-old Hudsons to resell for as much or, in some cases, more than the original purchase price.

"So Hudson owners have come to look upon their cars an investment, the exclusive principle used in the construction of the motor to minimise destructive vibration assuring not only dependable service but also long life and high resale value."

U. S. Tire Concern Owns Big Acreage In Sumatra Rubber

"Far away rubber trees into pneumatic tires grow"—which might well be supplemented for the ancient acorn-oak tree proverb. The manufacture of rubber tires is a vast industry and not without its romance. If we could follow a tire through its various stages of manufacture, from the time the rubber is tapped and gathered by dark-skinned natives in the large rubber plantations of South America and the East Indies, until it is delivered to us a finished tire, we would perhaps wage a stronger campaign against those fiends of the road—the glass thrower.

The largest rubber plantations in the world are now owned by the United States Rubber Company and are producing millions of pounds of rubber annually from the estates which had never nourished a rubber tree before 1910.

Nearly 100,000 acres were acquired on the coast of Sumatra, but a degree or two north of the equator, through the purcha from a Dutch company of lan formerly devoted to growi tobacco. More than 16,000 lab ers—largely recruited from 40,000,000 inhabitants of the joining island of Java—are e ployed in the care of 5,000,0 rubber trees. Oversight larg rests in the staff of Dutchm assisted by a force of Americ technical experts.

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LIBERAL CONDITIONS AND MODERATE RATES

A Word on Tubes

Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship cannot produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings.

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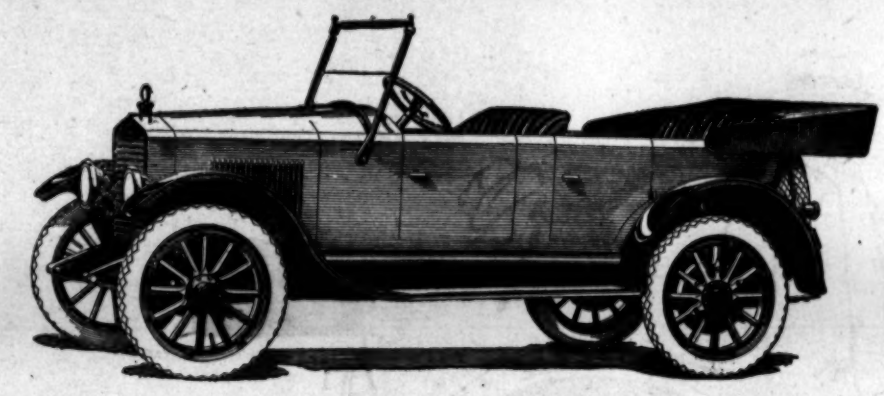

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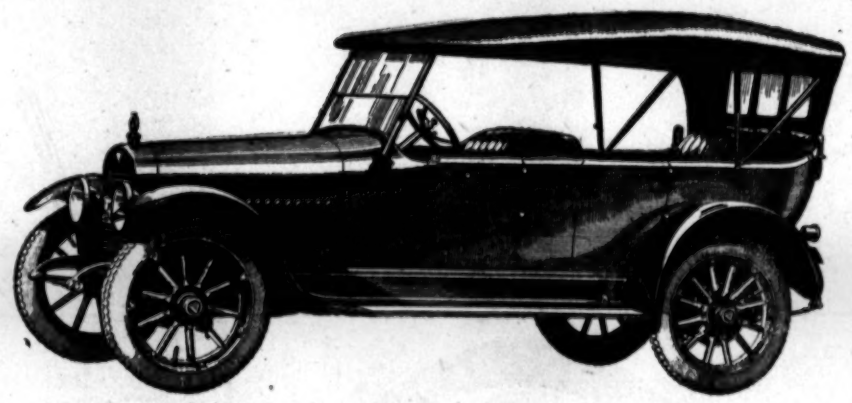

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These three words constitute the pledge that goes with and is fulfilled by every

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Every owner knows it. Each one feels himself master of the road. He knows that in every sort of performance his car has outmatched all rivals. He knows that he has the smoothest running motor ever built. He knows that he never taxes its power to half capacity. That means

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HUDSON SUPER SIX

DODGE & SEYMOUR (China), LTD.

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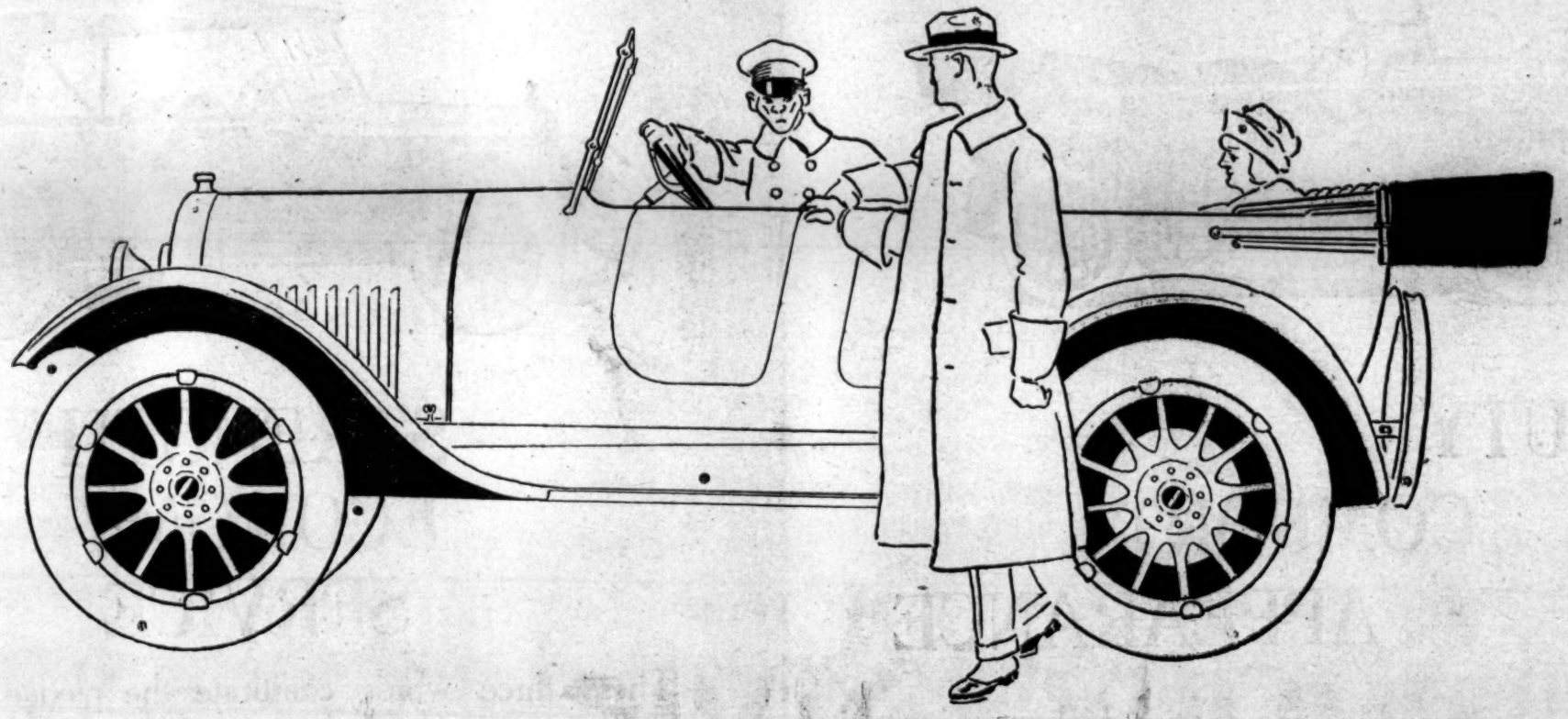
is the keynote of this car: here and there have been given touches to separate this new model from any other.



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To inspect this model is to realize the real meaning of the word "Complete" as applied to an automobile. For here is a car that lacks nothing which could possibly contribute to its

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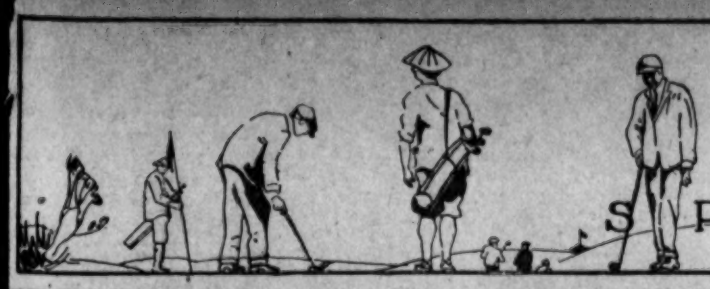
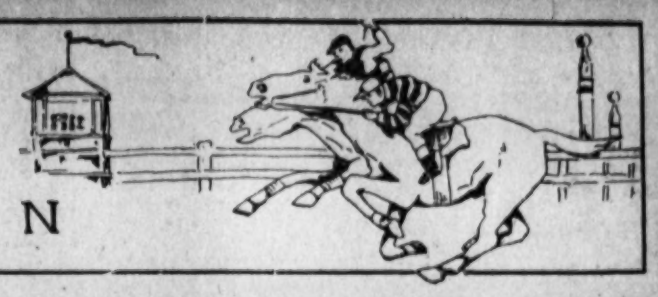


The China Press

SPORT SECTION



SHANGHAI, SUNDAY, MARCH 28, 1920

BASEBALL CODE SEES CHANGES

Rule Makers Prescribe Penalty Against Intentional Pass And Bar Freak Pitching

ADOPT NEW SCORING RULES

Alterations Affect Home Runs, Sacrifice Flies, Stolen Bases, Errors And Balks

Chicago, Ill., Feb. 9.—The baseball rule makers made sweeping changes in the playing code of the national game today, and heaped so much additional duty and authority on the shoulders of the umpires that next season the officials will all have to take a rest cure before the season is half over.

First of all the rule makers prescribed a penalty which virtually will eliminate the intentional pass from the game. There is no play which is so unpopular with baseball fans as to have a runner on the bases and have the opposing pitcher intentionally hand a batsman like Babe Ruth a base on balls.

There was a lively session before the intentional walk was eliminated. Many tilts at oratory occurred among those who attended the opening meeting of the committee. Umpire Hank O'Day had many verbal skirmishes with Clarke Griffith of Washington. The new rule prohibiting the gratis walk provides that if the catcher gets out of his position behind the plate to aid the pitching, in giving an intentional base on balls, the runners on the bases will all be entitled to an extra base.

Umpires O'Day and Klem, at first argued against this rule, and O'Day predicted that if in a close game, a catcher stepped out of his place to get a pitch out, and the penalty resulted in sending in a run, which would decide the game, the baseball park would immediately take on the appearance of a Wild West show.

BAN ON FREAK PITCHING

The next terrific blow of the rule makers fell on trick pitching. A ruie was passed which bars a pitcher from using any foreign substance on the ball, such as resin, saliva, talcum powder, paraffine and like aids to the shineball. Also the pitcher is barred from expectorating on the ball or his glove. Also he must not rub the ball in his glove, on his person, or on his clothing. If the umpire rules that the pitcher is trying to use any of these tricks the flinger will be exiled from the game and suspended for ten days.

An exception was made that each club could designate for the coming season two spitball pitchers, who have been using this kind of service in the past, and they alone will be exempt from the new rule. After the 1920 campaign all freak pitching will be under the ban.

Connie Mack of the Athletics and Barney Dreyfuss of Pittsburgh were prominent in the long discussions which took place over the rules. The most sensational outbreak took place between Hank O'Day and Clark E. Griffith. Grif said that the umpires didn't enforce the rules strictly enough. O'Day retaliated that it was the fault of the manager, and that if the umpires enforced the code to the letter the managers would be barred most of the time.

Hank suggests that the way to stop the intentional pass was to have the managers get together and make an agreement to fine any one of their pitchers $100 if he issued an intentional pass. He also suggested that the way to stop the freak pitching was for the managers to force their pitchers to stop it by fining them.

CHANGES IN SCORING

The umpires were also clothed with full authority to govern baseball postponements on rainy days. It will entirely be up to the umpires to say whether the game will be continued once it has been started and halted by rain. Home managers will no longer be permitted to have the games called when it is only sprinkling. The word of the umpire in questions of this kind will be absolute. Other changes made in the rules were:

Eliminate sacrifice flies from summaries and score them with other sacrifice hits, as sacrifice.

Eliminate from stolen bases those credited to the runner who is allowed to advance without any effort to stop him in last half inning of game, when score is such that his run will not affect the result.

With runner on base in last of ninth, score tied and two out, give batter who drives in run

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

The actress and the actor man
Each lad and lass entices
To see the play—but there's a ban
If they should raise their prices,
And so we have a "Tempest" now
To bring those prices down, sir;
Six dollars Mex
Our souls doth vex,
Why should we be done "Browne," sir?

* * *

While Charlie Chaplin slams his wife
With a custard not all piety,
And Sims stirs up new naval strife
To fit the world's variety,
The British Chamber's Chairman says
The Japs in Tsingtao work ill
Their cry "Grab all"
Has brought a call
From Mister Chairman Burkill.

* * *

The African Theaters Limited would be well advised through Manager Wilfred Cotton, husband of Ada Reeve by the way, if they at once revised their prices for the forthcoming Marie Tempest season at the Lyceum Theater.

At present they are charging just twice the ordinary amount for the best seats. Both Miss Maud Allen and the Russian Opera Company learned by sad experience that the Shanghai playgoer will not patronise often even at five dollars a seat. Now they are asked for SIX MEX and a look at the booking yesterday convinces me that even so great a little actress as Marie Tempest will find it hard to fill houses.

If any group of players deserved to raise prices it was the Russian Opera Company. To carry so big a crowd to all parts of the world and pay them anything like adequate salaries would need not only high prices but full houses.

But we would not pay them, and the opera season dwindled off to practically nothing. Miss Tempest carries about fifteen players, and all good at that. Her salary list with people like herself and Graham Browne on it must be heavy, but it would surely be better for the treasury to play, like Matheson Lang did, to three weeks of bumper houses than to houses sprinkled with five and six dollarites.

It would be a thousand pities to put up the backs of the local playgoers by insisting upon these higher prices. Letters to the paper and any amount of talk show pretty plainly that dissatisfaction is very prevalent. Some folk don't quite know who to blame and so jump at the throat of our A.D.C.

I was under the impression that the Club was unable to dictate to companies who wished to raise the prices, but that it could step in if they tried to lower them. From what I now hear the club CAN put a stop to the raising of prices.

This puts the A.D.C. in a difficult position. When Mr. Williams arrived here with his instructions, if the business manager of the theater had said: "No sir, you cannot raise your prices," I can see the troubled advance man wandering around the town looking for another likely house to play in. Then some of the public would again be at the throat of the A.D.C. wildly demanding why the Lyceum was not rented to so great an artiste as Marie Tempest. Of course she should play at the Lyceum. We all want to see her there, and if we see her we shall enjoy her clever acting.

As a matter of fact it is little use going for the A.D.C. It really isn't up to it to hold the No-raising-of-price-pistol to the head of visiting companies. It is the public that must decide, and if it will not pay five or six dollars, then we shall soon find that our visitors will fall in with our wishes.

I was talking to Mr. Williams on the question. He is already rather worried. He tells me that they have been getting big prices all along and in India especially they did wonderful business. He also says that the expenses are terrific and something like one hundred percent greater than when Lang was here. We will agree with him there. We know that all fares have gone up, and we sigh when we think of the rates at the hotels. So there is something to be said for the visitors, but on the other hand with exchange all in favor of an English company it probably levels things up a bit.

Well, it is up to the public. I hope, and I told Mr. Williams so, that the prices will revert to the normal and that Miss Marie Tempest and her company will have a splendid season.

* * *

So much for the kicks and now all the rest will be ha'pence. Once every now and again we have the opportunity of seeing and hearing a great player. Many of us still have vivid and pleasant recollections of Mr. Matheson Lang's visit. Then came Miss Maud Allen with her wonderful dancing; just recently we have seen and heard a lady who has deserted the professional stage for home and husband—Miss May De Sousa—and now we have almost at our doors one of the world's greatest comediennes—Miss Marie Tempest.

From the word go she has had one long list of triumphs. She started by annexing the bronze, the silver and the gold medals at the Royal Academy of Music, London. In her early twenties she succeeded Miss Marion Hood in the name part in Dorothy and played it for 931 consecutive performances—the longest run on record for a comic opera. After this her name was prominent in a dozen or more musical successes and then she deserted the comic opera for the straight comedy—and thereby hangs a tale. Here it is.

George Edwardes was a great personal friend of Miss Tempest's and during the 46 weeks of each of the five playing years she was with him they were the greatest pals. At the end of each year she always came along with a request for an increase in salary. She usually got her own way. Then came a time when George stuck and would not budge. She suggested that Alfred Rothschild should be called in to arbitrate. He came and again George was defeated. But Miss Tempest was longing for something a little more reposeful than comic opera.

Her chance came in San Toy. George Edwardes demanded that she wear little silk knee breeches. She wore the breeches but stuffed her stockings so that her legs would appear shapeless. George raved and said if she did not dress as he told her he would break her contract. The little lady was adamant and so she left. It was not long before she got a part in straight comedy and in a very few years she had her own theater. Since then she has had practically the pick of most of the light comedies written.

We hope to see her in some of her brilliant successes next week and with her that accomplished and natural actor, Graham Browne.

* * *

Now that all the pirates of Penzance and all the Major General's daughters have returned to their ordinary vocations, the A. D. C. is contemplating a production that is as ambitious as it is praiseworthy. The Club has been doing fine work for over half a century but never has it essayed a full Shakespearean production. It is hoped that on Empire Day, May 24, the amateurs will give an interpretation of Shakespeare's "Twelfth Night." The comedy is admirably suited to amateurs. There are plenty of good parts and the play has humor, action, wit and interest that cannot fail to please.

By the way if there are any lovers of Shakespeare who would care to help in the production, a line to the manager at the Lyceum Theater will no doubt bring an invitation to participate. And the more the merrier.

* * *

H. B. Waring who took all the juvenile leads with the Howitt-Phillips Company last year leaves England for India with his own company on the eighth of next month. He hopes to play in Shanghai somewhere about April next year. Among his plays are "The Merchant of Venice," "The Taming of the Shrew," "Romeo and Juliet," "Twelfth Night" and "David Garrick." He writes:

"My people are nearly all London. The girl who will play leading juvenile work—Janet Sherwin—is at present playing in "Sacred and Profane Love" at the Aldwych. My character leading woman is Rita Ricardo well known in London as the original "Nancy" in "Milestones" and the original "Nurse" in "Damaged Goods." My ingenue is a wonderful little girl named Edith Smith who was for four years doing leading work at the Liverpool Repertory Theater and recently had big management after her in London."

* * *

Things are not too rosey in America just now. Charlie Chaplin evidently has been a bad boy. Still you never can tell. Dempsey's wife is not very friendly with her pug; it was her testimony that got him into trouble; and now Carpentier has arrived to stir up more trouble for the pug.

* * *

Congrats to the Shanghai Football Club on winning the senior league trophy this season, even if they did get walloped yesterday. By drawing with the Recs last week they made their position at the top of the table secure.

* * *

The Cathedral School annual sports ought to have taken place yesterday afternoon but owing to the state of the ground they were postponed until Thursday next. The Recreation Club has very kindly given permission to the boys to hold the sports on its ground.

INDOOR SPORTS By Tad

SO I SAYS TO MY MEN - THEM SHELLS IS A WHISTLIN' AN YOU KNOW HOW THEY CAN WHISTLE COLONEL
I'LL SAY I DO - INDEED YES
THERE'S THE TWO BIGGEST LIARS IN AMERICA TODAY - IF THEY'RE COLONELS I'M A BISHOP
YOU TELL 'EM CAPTAIN — I STUTTER
I'M WITH YOU CAP - I'LL TELL THE WORLD FAIR THAT THE ONLY TIME THEY EVER DREW A SWORD WAS IN A RAFFLE
INDOOR SPORTS.
HESSING A RETIRED CAPTAIN WHO SAW SERVICE AS HE PUTS THE KICK OFFICERS IN THE GREASE AT A PARTY.

SONG SERVICE FIVE BEATS SCHOOL TEAM

American Schoolboy Basketballers On Short End Of 73-40 Score In League Game

Getting an early lead and holding it throughout the game, the Song Service "B" basketball team defeated the American School quintet last night at the Chinese Y. M. C. A. The score was 73-40, the Song Service men running wild in the second half. The end of the first period saw the Song Service leading, 38-27. The game was regularly scheduled in the Amateur Basketball league.

Harriers To Hold Race For S. V. C. Men

The "Defense Forces Cross Country Race" will take place on Saturday, April 3, at 3 p.m. under the auspices of the Shanghai Harriers Club. The start will be from Hongkew Park, subject to sufficient entries. Mr. F. S. Bridges, honorary secretary, has notified unit commanders that entries for the race will close on March 31 at 6 o'clock in the evening.

Italian Swimmer Remains In Water 24 Hours 2 Minutes

Buenos Aires, Feb. 8.—Enrique Tiraboschi, an Italian swimmer, broke the world's immersion record when he swam the River Plate, crossing from Colonia, on the Uruguayan coast, from which point he started Saturday, to within five kilometers of Buenos Aires. Tiraboschi was taken aboard a motorboat in an exhausted condition at 3:50 o'clock this afternoon, after he had been in the water twenty-four hours and two minutes. The distance is about forty-eight kilometers (thirty-two miles), but the swimmer was forced to breast a strong current. T. V. Burgess, the French swimmer, who swam the English channel in 1911, was in the water twenty-two hours and thirty-five minutes.

Maxims For Young Boxers

Golden Rule Is To Avoid All Excesses

Hurtful To Work Too Hard

By Georges Carpentier
(*Europe's Heavyweight Champion*)

I am afraid too little attention is given to training by some boxers. This all-important part of pugilism plays a bigger part in successes or reverses than is generally imagined. Of course, it is the irksome, and I might say wearisome, portion of a boxer's life but so much depends on it. Therefore, I would suggest that a good trainer and a good training are perhaps the main contributing elements towards the winning of contests. As good and bad exist in all things, so there are highly competent and indifferent trainers. The latter will more often than not do a boxer more harm than good, for a man who is not cognisant of the physical weaknesses of his subject is more than useless.

The understanding of these is not sufficient; the trainer must know the exact remedies for such, and how best to apply them with the maximum of advantage. How many trainers, for instance, know sufficient about the human anatomy, pathological and muscular, to appreciate symptoms and cause and their curative therapeutics?

GOOD TRAINERS ESSENTIAL

In my opinion trainers should be trained specialists of this especial branch of man development. And in no case should irresponsible people be allowed to handle the body of others, unless scientifically cognisant of all its intricacies. In that respect I must own to having been especially favored, for I verily believe that my trainer-manager, Descamps, knows every inch of me, inside as well as out. He had made a long study of scientific training, and I believe could fashion a doormat into a championship proposition.

There seems to exist today among trainers just a stereotyped style of training boxers, irrespective of the physical requirements of these. I naturally developed many weak points in my composition as my body matured, but all these have been strengthened and put in order. For years I suffered from soft hands, but by careful treatment these have now become as sound as hammers. There is a cause and reason for most things, and, except in a few chronic cases, these are now, or should be, within the curative possibilities of trainers.

The reducing or putting weight on boxers is generally understood today and even these processes must be carried out on scientific principles, otherwise the increase of one tissue may mean the decrease of others of a more vital character, and vice versa.

Personally I believe in cheerful surroundings with plenty of good food and a daily routine according to Descamps' instructions.

Some of the principal assets for a boxer in training are: A contented mind, bright companions, well-chosen sparring partners, concentration of mind on one's work, earnestness and faith in the man in whose hands we have placed our welfare. Above all this, however, should come the desire to vanquish, with faith in one's self to do this.

DEVELOPMENT OF MUSCLES

Although nature has supplied the normal man with the necessary amount of muscle for everyday life, this wants developing according to circumstances. The weight-lifter pays attention to the strengthening of his biceps, whereas the racing cyclist or runner must perforce pay more attention to his lower limbs. But as most sports call solely for the development of striking or working muscles, the boxer must also attend to the hardening of the passive or defensive fibrous tissues of his anatomy. As the stomach is that part of our composition the least supplied with proper muscular protection it is incumbent on the lad who wishes to become a boxer to devote his attention to the cuirassing of that frail spot.

It may be a tedious process, but all-essential to those whose living lies within the hempen arena.

I was first made aware of the necessity of developing the stomach muscles by a strange incident. It was when Joe Jeannette was training to box Sam McVey that I paid a visit to his quarters. Although a mere stripling at the time, I remember being tremendously impressed by body developing exercise, which consisted first in lying on the back and slowly bringing the legs up to touch the head. Secondly, by sitting on a chair with feet held the while Jeannette threw his head and body backward as far as he could. It was after these performances that the colored boxer used to invite anybody to punch him in the stomach "as hard as they could," just to show how impervious that part of his body was to blows.

I actually witnessed several heavy men follow his bidding, with no other consequence than a smile from Jeannette with the invitation to "have another go." So astonished was I with what had taken place that I forthwith determined to acquire something like the same muscular resistance, and allow people to punch me in the same manner. It was a tremendously irksome affair, for being too young to possess the quality of tissue necessary to withstand such ill-treatment, it took years where otherwise months would have sufficed.

MAXIMS FOR YOUNG BOXERS

There are many things which a boxer should and should not do either before, during or after a contest. These may not occur to

(Continued on Page 2)

HARLEQUINS CINCH HOCKEY CROWN

Defeat Of Sikhs By 6-1 Score Means 1920 Championship

The Harlequins and the Sikhs hockey teams had a good hard tussle yesterday on the Widow's Monument ground, the Harlequins ultimatley running out winners by 6-1. The score is no criterion of the exhibition put up by both teams for good work by Barnes for the Harlequins put the damper on the Sikh forwards time and again. The result of the game assures the Harlequins of the 1920 league title.

SCHOOLBOY TEAMS PLAN TRIP TO NORTH

S. A. S. Lads Want Money To Send Track, Basketball And Baseball Squads

American school athletes, planning a trip to Soochow and Nanking to meet school and university teams there at the end of April, have started a campaign for $250 to defray the expenses.

Track, basketball and baseball squads expect to go on the trip and American business men and others interested will be asked to contribute toward the expenses. Subscriptions may be sent to the Sporting Editor.

Oxford, Cambridge In Training For Coming Boat Race

(*Reuter's Service*)

London, March 20.—Training for the Oxford and Cambridge boat-race is in full swing. Both crews have been showing excellent form. The Oxford crew made a trial spin over the whole course today, their time being 20 mins., 1 second.

England Defeats Scotland At Rugby

(*Reuter's Service*)

London March 20.—England defeated Scotland by 13 points to 4 in the Rugby International at Twickenham today.

HANKOW BASEBALL

Mr. C. F. de Neergaard has been elected captain and Mr. Theo. Carlson, manager of the Hankow Baseball Club, according to Hankow papers. Plans for the season were discussed at the meeting Tuesday and practice will start at an early date.

FOOTBALL CLUB BADLY BEATEN

League Champions Are No Match For St. Xaviers And Lose 4-0

CUSTOMS TURN TABLES

Win From Police, 5-3; Navy Bests S.F.C. Seconds By 5-4 Score

YESTERDAY'S FOOTBALL

FIRST DIVISION
S.F.X. beat S.F.C. ..... 4-0.
SECOND DIVISION
Customs beat Police ... 5-3.
EXHIBITION GAME
Navy beat S.F.C. ..... 5-4.

The Football Club bought it badly yesterday in its own back yard, going under to the tune of 4-0 to the Saint Francis Xavier team in a first division league fixture.

The only other league game played was a second Division encounter between the Customs and the Police and the former club made up for the defeat last week by beating the Police 5-3.

The Club's second string was billed to meet the Navy representatives in a league game but owing to a dearth of players, as is usual with the Club, the game was made a friendly one, Navy winning by a score of 5-4.

After having played through the League tournament with an unbeaten record, the Club yesterday met the boys from St. Xavier's on their own ground in their last match of the season, and lost to their lighter opponents by a rather heavy margin, the final scores being four goals to nil against them.

The Club was without the services of Drake while the Xaviers were without Elliot and Johnson but reserves ably filled their places, Tordy, in particular giving a fine display. This player was called upon to play after the game had lasted ten miuntes and Mr. W. C. G. Clifford, the Hon. Sec. of the Association, very kindly took him in to the Club's pavilion and supplied him with football togs. Although the Club drew with the Recs last week and lost to the Xaviers yesterday, they nevertheless won the League Shield on points.

The Club kicked off against a stiff breeze and the Xaviers were not slow to take advantage of it as they were soon on the attack but owing to lack of combination and erratic passing many fine opportunities were wasted.

The Club on the other hand were not slow to return the pressure but their efforts were in turn spoiled by the Favacho brothers who time after time took the ball away from them and diverted it to their own forwards.

WET GROUND SPOILS PLAY

The first fifteen minutes saw both goals in great danger of being penetrated and many scrimmages took place. The wet and slippery state of the ground spoiled some good play on the part of both forwards and Lawrie Smith on one occasion had very hard luck in not scoring when he slipped just as he was about to kick—and he had only the goalie to beat at about two yards range.

A few minutes later Gutierrez on the outside right obtained the ball and after having cleverly eluded Brown, brought it down until he had a good opening. If he had taken the shot himself, it seemed certain he would have scored but he quite unselfishly passed the ball to his brother who, however, had run too fast and thereby missed a glorious opportunity with only McLean to beat. After 35 minutes of play, the Xaviers opened the score through Gutierrez, the outside left. His brother on the other end had obtained the ball and on bringing it close to the Club's goal passed it on to the forwards and from a scrimmage the ball rolled out to the outside left Gutierrez who, being unmarked scored with a low shot into the extreme corner of the net.

A few minutes later the ball was trapped by Gutierrez, who only had to race in and beat McLean but the latter rushed out, slided for the ball and succeeded in stopping it causing Gutierrez to turn an unexpected somersault in the air. But in the meanwhile Aldeguar had obtained the ball and shot and although Isherwood made a brave attempt to save the goal he was too late, as the ball had just passed the line but to be certain of the goal Silva rushed in and ball and players all went in the goal.

XAVIERS LEAD, 2-0

After this second goal the Xaviers, who were now loudly cheered by their supporters, continued the attack but up to the interval the scores were not altered and the teams crossed over with the Xaviers leading by two goals to nil. On the resumption of play Forshaw went forward and Brown dropped back but although this change had a stimulating effect on the forwards the Club was able to do all but score in this half.

The Xaviers, who were playing for the most of the second half on

(Continued on Page 2)

FOOTBALL CLUB BADLY BEATEN

(Continued from Page 1)

the defensive, were able to add two more goals to their score and thus make sure of the match.

The Club's forwards were making valiant efforts against the Xavier's goal and some good combination work between Forshaw, Archer and Leslie was witnessed but when they were close to their opponents' goal their efforts were always spoiled by skill or luck on the part of the Xaviers' defense.

It was through one of these attacks that the ball was kicked out to Gutierrez at outside right who having a clear field, brought it down and centered to Silva and the latter was able to score the third goal of the match.

CLUB CAN'T SCORE

Immediately on the kickoff the Club again took up the attack and in spite of several corners they were still unable to score. On a few occasions Robertson had hard luck in missing the goal when his shots went over the bar. The Club however continued the pressure and Sequeira was called upon on many occasions to save shots from Leslie, Forshaw and Robertson but he was equal to them all and on two occasions was just able to fist the ball out when hardly pressed.

The fourth and final goal of the match was scored by Silva who, eluding the backs, had only to pass Isherwood but the latter unfortunately slipped and left the goal clear for Silva who had only to kick the ball through McLean's outstretched hands and walk back to the center of the field. In spite of this last goal the Club was still determined to score at least one goal but luck was against the league leaders and all their efforts were of no avail and the whistle sounded shortly after leaving the Xaviers victorious by a score which was about the heaviest the Club had to suffer this season.

XAVIER'S DEFENSE GREAT

For the winners the defense left nothing to be desired; the Favacho brothers and Tordy in particular worked very hard and were instrumental in spoiling the Club's efforts time and again. The forwards did well on the whole but their combination was rather poor and Gutierrez at outside right, who was the fastest man on the field, should have been better supported more especially in the first half as without exaggeration practically all four goals were scored after he had brought the ball down and sent in fine centers which enabled the others to put in the finishing touches.

For the Club, Robertson was all over the field and besides working very hard was responsible for many fine passes to his forwards. Forshaw was as fast and clever as ever and the way he fed the wings was admirable. Archer, Begg and Leslie also played well, in fact the combination of the Club's forwards was very good but at close quarters they were always deprived in one way or other of their opportunities to score. Mr. Bisset held the whistle and was supported by Messrs. Starling and Norris on the touch lines.

CUSTOMS WIN FROM S.M.P.

The Police eleven and the Custom's clashed yesterday afternoon on the former's ground, the result being an easy win for the Customs by the score of 5-3.

The two teams were called together shortly after 3 o'clock. The Police on winning the toss decided to play with the wind in their favor. Most of the play was in the Customs territory. At the beginning of the game the Police managed to press a corner and through it they were able to score a goal. Soon after this the Police were again awarded a second goal through a run in by the inside man. After this the Customs forwards did most of the pressing and were soon awarded a goal through Stacey. No further scoring took place, and when lemon time came the score stood 2-1 in favor of the Police.

On changing ends both teams were out to win, so a very fast game was witnessed by the few spectators who were present. The ball was kept on the move from one end of the field to the other with no result until a quarter of an hour before full time. Stacey again taking advantage of a mishick, rushed in and scored. The Police claimed that he was off side but the referee pointed to the center of the field. Encouraged by this goal, the Customs pulled themselves together and played real football, with a very effective result.

Davis, the center half, took the ball through on his own and scored with a shot which gave the Police goalie no chance. Then Currie raced the ball down on his own and added on another goal for the Custom's.

The Police then broke through the Custom's defense for their third goal by their inside left.

OGDEN IS STAR

Ogden, the Customs star, then took matters into his own hands rushed the ball down and shot from a long range with a good hard drive, which again took the Police goalie by surprise. After this the Police rushed the ball down with no effect. The Custom's back and halves were seen at their best, by this time and nothing could get through their sound defense.

A lot of unnecessary rough play was then witnessed. No further scoring was done and when full time arrived the Customs XI came out victorious by two goals.

Last week the Police had a walk over with the Customs owing to the absence of a few of their star players. Ogden and a few more were unable to play on account of being on duty. Ogden, was sadly missed by the forwards last week.

Ogden, Davis, and Stacey played a rattling good game for the Customs yesterday. Steventon in goal also shaped well, and saved many hot drives. Close at back played an excellent game although he had a very rough time. For the Police the two backs, and their left half played excellent footer, also their goalie, who was called upon time after time to save hot shots off Ogden's and Davis' drives.

NAVY RETURNED WINNERS

The Club's second league encounter against the Navy had to be changed into a friendly fixture for owing to the non-appearance of four of the Club's team their places were filled by the visitors. The result of the game, 5-4 in favor of the sailors, shows how close and pleasant a game was played. It seems more than a shame that the Shanghai Football Club, with so big a membership to draw from, cannot put two elevens in the field on a Saturday afternoon.

'Sporting Parson' Of England Going To US

Rev. Everard Digby
INTERNATIONAL

The Rev. Everard Digby, known throughout London as the "Sporting Parson," is said to have received offers from two churches in America and is expected to accept one of them. Dr. Digby, who was a former actor, is a familiar figure at all sporting events in London, and has refereed several important boxing matches. It is understood that the offers come from a church in Brooklyn, N. Y., and from Roslyn, L. I.

BASEBALL CODE SEE CHANGES

(Continued from Page 1)

credit for number of bases on his hit as the runner advances, except that if batter knocks ball out of park he be credited with a home run.

Keep protested games in the fielding, batting, and pitching records.

In official box score show number of times players are caught stealing.

If catcher drops a third strike, allowing a runner to reach first, charge him with an error.

If first baseman, on receiving ball, fails to touch first base, when it is obvious that he had time to do so, charge him with error.

ARGUE ABOUT BALK

The rule makers argued for hours about the balk. They did not get anywhere with the prolonged discussion, but one thing is certain, the pitchers, next season, will not be able to make as many balks as in the past, for the umpires have been instructed to watch the pitchers closely.

Another new rule which will be hailed with delight by the fans at the Polo Grounds, provides that when a home run is hit into the grand stand and goes into the stand on fair territory, but goes foul after going into the stand, it will count as a home run. With the short right-field stand to aim at, this news will meet with the approval of Babe Ruth, Benny Kauf and Frank Baker, who have repeatedly hit drivers into the grand stand which have gone foul after going over the wall.

Hereafter when a manager fails to inform the umpire of a change in lineup he will be fined $25 instead of $5 as formerly.

Maxims For Young Boxers

Hurtful To Work Too Hard

(Continued from Page 1)

us at the right moment, and yet they may mean much.

For instance, I have found it hurtful to work too hard while training. That is to say, instead of feeling tired out at the end of a day's work, one should, on the contrary experience a sense of passive contentment, conducive to a good night's sleep. The boxer who overworks himself spends restless nights, and these play havoc with the nervous system. The very best of tonics is balmy, restful slumber, and this is impossible if the blood has been poisoned by an injudicious overdoing of things.

In fact, the golden rule should be that excess in anything, whether it be work, amusement, eating, drinking or sleeping is bad. Moderation in all things should be the boxer's motto. Personally I am fond of a cigar, and invariably indulge up till within ten days of a contest for which I am training. Then everything of a lowering order is banished and I place myself completely and unconditionally in Descamps' hands.

There is far too great tendency in most boxers to believe that the more work they do the better their chances of victory. What really leads to success is just enough physical work, with plenty of brain activity. The man who just goes through his training routine mechanically, that is to say, just because he has to, does not derive the full benefit of his work. It is the thoughtful, scrupulous boxer who succeeds. Remember that one victory is better than a thousand defeats.

Above all things, try to wear a pleasant smile. Go over to your opponent and shake hands with him in a friendly spirit. Forget for the time being that you are in public, and act just as if you were in a gymnasium. Watch the effects of your movements on your opponent. Study the expression of his face, of his eyes and those of his manager, if the latter is acting as chief second. If you notice the slightest trace of anxiety in either it is a sure sign that they are nervous. That is the time to impress them further with your own insouciance by a cheerful demeanor and joyful conversation.

All this really should be natural—that is to say, born of confidence in one's self. If not, then act the part as well as you can. Be careful that it is histrionically perfect, though to either overdo a thing or do it badly is also an admission of weakness.

Do all you can to save yourself a deal of trouble by bringing a contest to a premature conclusion. Never let a chance slip by, and give as few as possible. If floored, do not be in too great a hurry to get up. Think well over the position of things. This you can do just as well on one knee as while taking more punishment. Never let an opponent see that he has hurt you.

Even if beaten, take your conqueror's proffered hand in a friendly grasp, for remember there is no disgrace in honorable defeat.

AFTER A CONTEST

Do not leave the ring with bitter resentment for your opponent. Or if you should be the victor, always tell him that he is the best boxer you have ever met. It costs nothing, and is wonderful balm to the vanquished. Never tell others that you could have knocked your opponent out earlier in the contest. Few people will believe it.

If beaten, do not put it down to bad luck, but to your own defects. Then try to remedy these.

Do not talk of "lucky punches," for they are unlucky to the boxer on whom they land. Remember that luck plays a very subordinate part in contests between really good boxers. Therefore do all you can to become one of these and the element called "bad luck" is obviated. Few champions are "caught" by "lucky punches."

Remember there is always room for improvement, so never get too despondent over a defeat. Let it affect your good sense and not your heart.

Auction Bridge :-: Card Queries And Answers

New York, Feb. 15.—A remarkable number of letters have come to me with regard to the hand which was given as an illustration of how easy it is for even a very good player to miss going game when it is in the cards to do so.

It is one of the peculiarities of auction bridge that certain tricks, at certain stages of the game or score, are worth anywhere from 50 to 500 points instead of their normal value somewhere between 6 and 10, according to the call upon which the hand is played.

These supervaluable tricks are the ones that just turn the corner. They just win the game or save it. They are the tricks that just make a small slam or miss it. They are the tricks that are invisible to any but the most experienced player, no matter how long one looks at the hand.

The average player in the ordinary rubber has no time to stop and analyse hands in which he stops just a trick short of game. In some the error is so obvious that the partner may point it out with the usual preamble, "if you had"; but in many cases the possibilities of the play are undreamed of.

In duplicate matches, on the contrary, there is usually some player that gets the extra trick; some pair that scores game when others completely missed it. Those who fail get out the board and study the situation at their leisure. The result is frequently a very useful lesson in tactics.

But even under this leisurely scrutiny there may be tricks than cannot be found. Take the hand referred to. Forty-three persons have written to show how the declarer could have made four odd, but only three of their analyses are sound.

The hand was played at eleven tables and only one pair went game on it, scoring 133 points more than any other pair in the room. Here is the distribution:

H.—A Q 7
C.—A K 9 8 3
D.—Q 7 3
S.—6 5

H.—9 5 3 | C.—5 4 | D.—K J 8 2 | S.—Q J 9 2

Y / A B / Z

H.—K 6 | C.—Q J 10 . | D.—10 9 5 4 | S.—K 4 3

H.—J 10 8 4 2
C.—7 6
D.—A 6
S.—A 10 8 7

The final declaration is hearts, by Z and A opened with the spade queen. The question was how could Z win the game in spite of any defense on the part of A and B. A number of ways in which the hand might be played were given but none of them was good for more than three by cards.

Frederic Pyle sends the following line of play to win the game: Z allows the spade queen to hold, so as to be ready to ruff dummy on the third round. If A continues with small spade, the ace kills the king. A small diamond from Z (leading from the ace to the queen), and A puts up the king. If A passes, the rest is easy.

Suppose A now leads the club, Y wins and leads two rounds of trumps, ace and small, keeping the queen for re-entry, in case the clubs are split. Whether B leads a club or a spade at this stage does not matter. Y wins either and leads the diamond to Z.

If B. leads the club, Y trumps a spade asd makes the diamond queen, giving Z a spade discard. If B leads the spade instead of the club, Y trumps it and gives Z the spade discard on the diamond queen; makes his club ace and lets Z ruff a club with the ten, shutting out the nine, which falls to the jack.

Roscoe C. Harris gets the same opening to solve, but suggests that if A is left in the lead, he should go through the clubs, so as not to prepare dummy for a ruff on the spades. Y wins the club and leads a small diamond, which Z returns, A putting on the king. Another club or spade from A and Z gets that essential spade discard on the diamond. Then two rounds of trumps follow, ace first.

If A leads the trump for the second trick, Y puts up the ace, so as to establish the diamond queen. Now Y must be able to ruff a spade, even if A leads trumps a second time. Aitch Dee also finds the only way to go game is for Z to duck the first trick. The hand is an excellent example of the value of the technical management of suits in which the ace and queen are divided.

SCHOOL FOR CARD PLAYERS

Poker.—O. J. L. says: A opens and stands pat, B and C both draw. On going to bet A finds he did not have a flush and says so. B insists the deal is void and declines to bet. C says the higher hand as between himself and B should win and puts up a bet.

Unless B calls the bet and can beat C's hand C takes the pot, as both he and B came in in good faith.

H. B. A. asks what is the present custom with regard to exposed cards, either on the deal or the draw.

A single card exposed on the deal must be taken by the player. Two exposed cards is a misdeal. On the draw an exposed card must be placed in the discard and not replaced until all the other players, including the dealer, have been helped.

W. W. says: A is called, and says "jacks up," to which B says, "They are good," throwing his hand into the discard. During the next deal one of the players, sitting next B, asks if he did not hold queens up. B remembers that he did. All the players are satisfied that B held queens up. Who wins the pot?

The pot was won by A when B surrendered it. Had he followed the rules of the game and shown his hand to the board, he would have won it. Now it is too late.

C. E. M. says: A opens and calls for a sight for all he has in front of him. Three come in. A stands pat. All three throw their hands into the discard and then ask to see A's hand. He turns out to have a small pair only; not a straight. D says he is entitled to the pot as he had a pair of kings, and could have opened and won it.

No one wins it, as no one can show a fair hand of five cards. The opener cannot win it on a foul hand, so it stays as it is for the next deal.

'TWO AND THREE'

'Putting The Next One Over' With 'Bugs' Baer

We think we're hearing about big money in the boxing racket nowadays, don't we?

We think that the last word has been said in point of mention of large dough, especially since the imagination of the moving picture publicity boys was brought to bear on the subject, hey, what?

Well, listen!

We're just lot of pikers compared to the dough-guys of the olden times. Just a lot of pikers. Tex, Jim Coffroth, Charley Cochran, and Carpentier and all the rest of the bidders for the Dempsey-Carpentier match are small fry when you lay their ideas of large money alongside the notions of the boys of a hundred years ago. We've been going a long time to get at this matter, and have come up with our hair dusty with the dust of ages, but we've got the dope.

One hundred and one years ago—on July 21, 1819, to be exact—there was a little prize fight on which the sum of $500,000 was wagered. It was the battle between Dan Donnelly and Tom Oliver at Crawley Trust, in England, and Donnelly won in twenty-six rounds. The fight lasted an hour and ten minutes. The amount of the purse is not recorded in history, but the statement that half a million was bet on the outcome seems as authentic as any other statement in connection with the history of boxing.

It is probably a good deal more authentic than most of these offers for the Dempsey-Carpentier thing that we've been reading about.

* * *

DAN QUITE A LAD

Dan Donnelly was the Irish champion in those days, and we note from his picture that he wore a trick haircut and a stock around his neck. Furthermore, he had what we now call sideburns trickling down either side of his map, but every detail of history seems to agree that he was a broth of a boy.

He won the championship of Great Britain on September 14, 1814, by licking George Cooper at Curragh, Ireland. This battle went eleven rounds. Five years later came the engagement with Oliver, which developed all the betting. We doubt if half a million dollars has been wagered on all the fistic battles of the past fifty years put together—barring mouth bets.

One hundred and thirty-one years ago, history tells us, Mr. Bullock, a sport of that era, won $20,000 in side bets by backing Tom Johnson to beat Isaac Perrins. That was in October, 1789, and Johnson turned the trick in sixty-two rounds. We'd like to see the color of a man's hair who would bet that much money on a fight nowadays.

For all their conversational confidence in their fighters, there are few managers who will bet a dime on their men in this period. Dumb Dan Morgan is one. Leo P. Flynn is another. But that's about all. Mighty few fighters will bet on themselves. Jack Britton will. They say Benny Leonard will, too.

* * *

BETTING PASSES OUT

In Cuba, at the time of the Willard-Johnson fight, neither side bet any money. Old Jack mumbled around that he wanted to wager $10,000 on himself, but never produced a nickel. Tom Flanagan, the Canadian, who was connected with Johnson's camp in most of his fights, who was a pretty good bettor at times, admitted afterwards that he did not bet a cent.

Tom Jones, then managing Willard, and never adverse to betting on any proposition, probably did not have any money to bet at that time. Willard himself was always opposed to betting. At Toledo, when there was plenty of Willard money around, and offered at odds, the Dempsey camp did no betting, although it did a lot of talk about betting.

However, it is just as well for the general uplift that there is little betting on big boxing contests. Betting is an evil that should be discouraged in every line of sport, but it is a question if mere talk of much betting is not about as damaging as the actual betting.

* * *

PONDER THIS ONE

In line with this financial conversation, we have before us a letter from Joseph F. Maxwell, of No. 156 Douglass street, Brooklyn. He writes as follows:

"As a constant reader of your valuable paper I take the liberty to ask you, and you in turn to ask the public.

"Is it fair——

"The daily talk of salaries and demands; a ball player sells for $125,000; a yearly salary of $20,000 plus bonus; a pugilist asking for a million or two; a movie actor wants a quantity of coin equal to a ton of radium; a wrestler speaks in thousands; a landlord in whispers, etc. etc.

"Don't you think——

"It is about time the men that did the real fighting; the champions of a year ago made a squawk for that $180 (six months pay) that was promised them? How soon the people forget! Count the number of young fellows you meet daily in the surface cars, subway, etc.; some are fortunate enough to have their old army coats dyed; a great many are not.

"I am one of the fortunate ones, able to purchase a regular coat, but the percentage of notable-to is greater. Let's have a little reciprocity. I have heard it remarked a number of times that the fellows who didn't get into the fight were lucky. But the question is were they?"

At The Theaters

An attractive schedule of photoplays has been announced by the management of the Apollo Theater where Marie Osborne in "The Daughter of the West" will be seen at a 3 o'clock matinee today and Evelyn Nesbit in "Redemption" will be the bill tonight.

On Monday for an engagement for one week, except on Good Friday when the house will be dark, the Apollo will present a special attraction. Charlie Chaplin in his new 1920 Million-Dollar comedy, "A Day's Pleasure," will be seen toodling along in his flivver. The show was written by Perley Poor Sheean and it is reported to break all traffic rules on Mirth Boulevard. And that's only part of the bill for Mabel Normand, who in the early days of filmdom starred with Chaplin in the old Keystone slapstick company and now heads her own studio for Goldwyn, is to appear in "Upstairs."

Another interesting announcement made by the management is that "Elmo, the Mighty," a serial of 18 episodes of two parts each, will be the feature of extra matinees that are to be given henceforth on each Tuesday, Wednesday and Thursday at 6 o'clock in the evening, in addition to the usual Saturday and Sunday matinees.

* * *

AT THE VICTORIA

The special Mack Sennett six-part comedy "Punctured Romance" will be the feature at the Victoria on Monday, Tuesday and Wednesday with Charlie Charlin and Mabel Normand furnishing the fun. It is the only six-part Chaplin comedy ever made and is a riot of thrills and laughter.

The special program at the Victoria tonight is the sociolog drama "And the Children Pay" seven acts. It is admitted to b screen classic.

The matinee today will pres "The Circus King" and " Bachelor's Romance."

* * *

AT THE OLYMPIC

"The Great Love," another David Wark Griffith's mas pieces, is to be produced i special program at the Olym this afternoon and evening tomorrow night. Special m has been arranged for the prod tion and as the film was produ by practically the same cast that in "The Birth of Nation" "Hearts of the World" it is sert to prove popular.

* * *

AT THE ISIS

Mae Marsh, ever popular w theatergoers, is the star on the at the Isis theater tonight and is to appear in Mabel Talliafe great stage success "Polly of Circus." This delightful roma is ably presented by Miss Ma and is well worth seeing. comedy feature is to be Lonesc Luke in, "Wanted $5,000." day's matinee will be the first second episodes of Marie W camp's great serial "The Glove." Miss Walcamp's rec stay in Shanghai lends added terest to the matinee program.

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3rd Floor

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Comic Picture Section

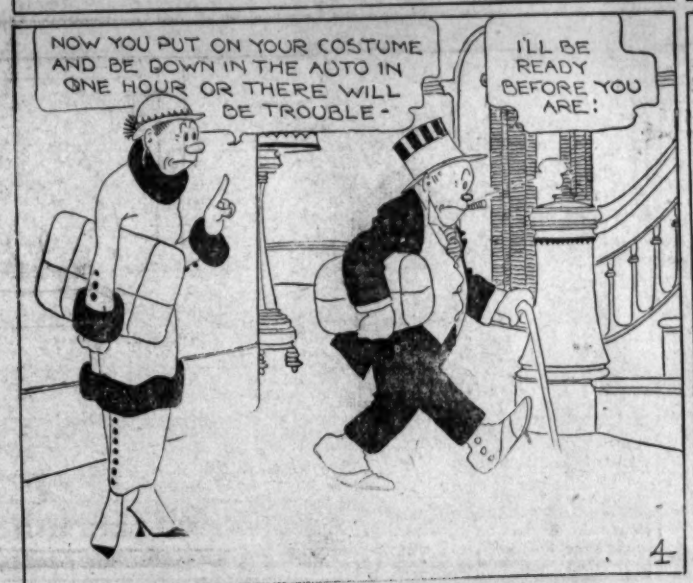
Sunday, March 28th, 1920

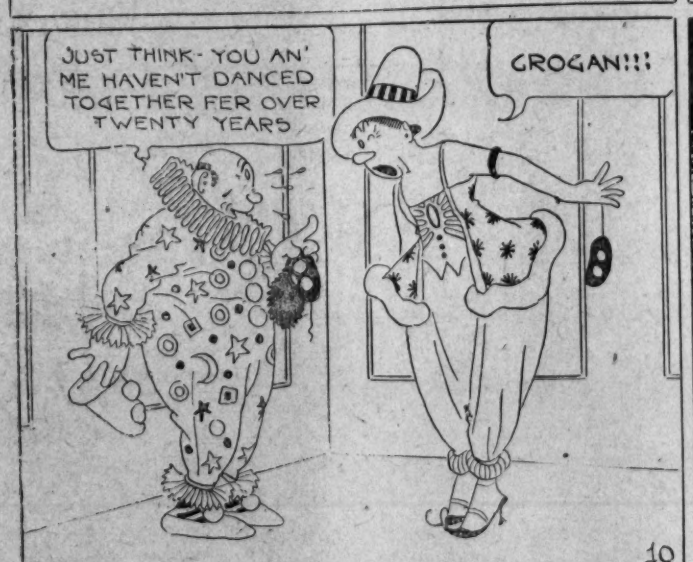
Bringing Up Father

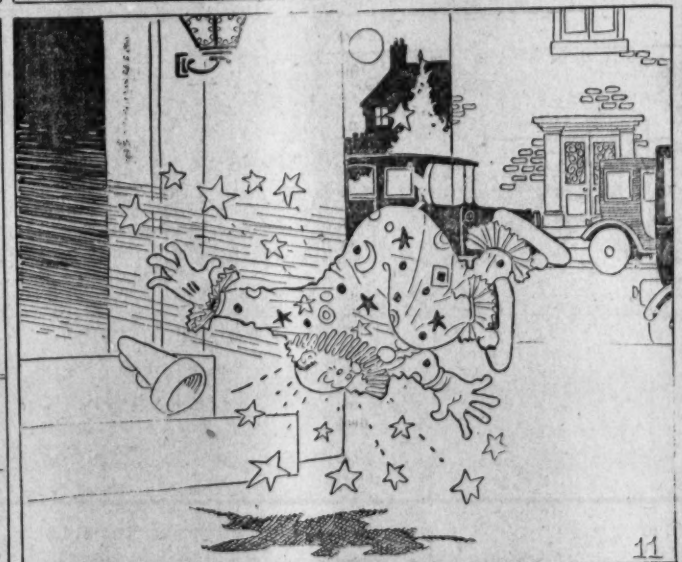
DID YE HEAR THE NEWS? MORIATY WUZ ACQUITTED BY THE JURY-
WE'RE GONNA GIVE HIM A SPREAD TONIGHT-WILL YOU BE ON DECK?
I WOULDN'T MISS IT FER A MILLION-
1

MAGGIE-KIN I GO OUT TONIGHT? IT'S A SPECIAL OCCASION-
NONSENSE-YOU'RE COMING TO THE DE GOOFEM'S COSTUME BALL WITH ME-WE'LL GO OUT RIGHT NOW AND GET THE COSTUMES-
2

HERE'S A FINE ORIENTAL COSTUME-IT'S BEAUTIFUL-I KNOW YOU'LL LIKE IT-
I'LL TAKE IT AND MY HUSBAND WILL TAKE THE ONE HANGING UP-
WHAT IS THE IDEA OF ME GOIN' AS A CLOWN?
3







Little Jimmy

1. "ICH-CHICK-WICH-ISSHY OOKIE-WICHHIE-OWK-SNICKEE-WICKEE-OOK!"

2. "ICKUM-WICKUM SMOSHIE-WOOP MEWOOF-WAHOO WIFFLE-WUP!" "PSST-JIMMY. WANDER AROUND AS THO' YOU WERE JUST PLAYING AND WHEN YOU GET FAR ENOUGH OFF BREAK AND RUN TO THAT RANCH HOUSE OVER THERE AND GET HELP!"

3.

4.

5. "PUTEE PIE IN WINDLOW MAKUM COOLEE!"

6.

7.

8.

9. "OH SIR. PLEASE COME! COME AND HELP MY POOR HUSBAND! AN INDIAN IS GOIN' TO MURDER HIM!" "OOH MAMMA THIS OLE CHINAMAN CAN COOK PIES!" 'ALL LI' I GIVE UP!"

10. "ME SABEE HIM TALKEE!" "FIND OUT WHAT HE'S PESTERIN' AROUND WITH THAT OLE GUN ABOUT!"

11. "LICHEE-WABOO-GOW SKITCHEE MUZZOO-SKITTER-UTTER-UK JASSAZZEROCK!"

12. "HE SAY HIS GUN NO SHOOT GOOD. HE WANT HIM FELLER TO FIX 'UM!" ...RK!" SUNNERTON